February 25th–March 2nd, 1988, No. 8 75¢

THE Fisherman

Long Island, Metropolitan New York Edition

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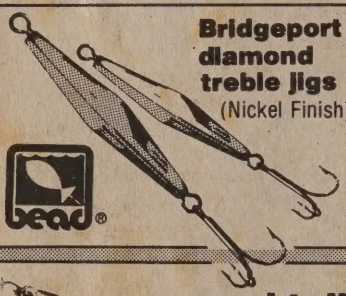

Bridgeport diamond treble jigs (Nickel Finish)	**D-13**	1 oz.	1/4 Treble Hook	**$1.59**
	D-1583	1 5/8 oz.	1/0 Treble Hook	**$1.69**
	D-23	2 oz.	2/0 Treble Hook	**$1.79**
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	D-43	4 oz.	3/0 Treble Hook	**$2.09**
	D-4X3	6 oz.	4/0 Treble Hook	**$2.19**
	D-53	8 oz.	5/0 Treble Hook	**$2.59**
	D-63	10 oz.	5/0 Treble Hook	**$3.19**

red tail Vi-Ke® lure

Teaser tail and fluttering action attracts cod and other game fish. Bright nickel finish.

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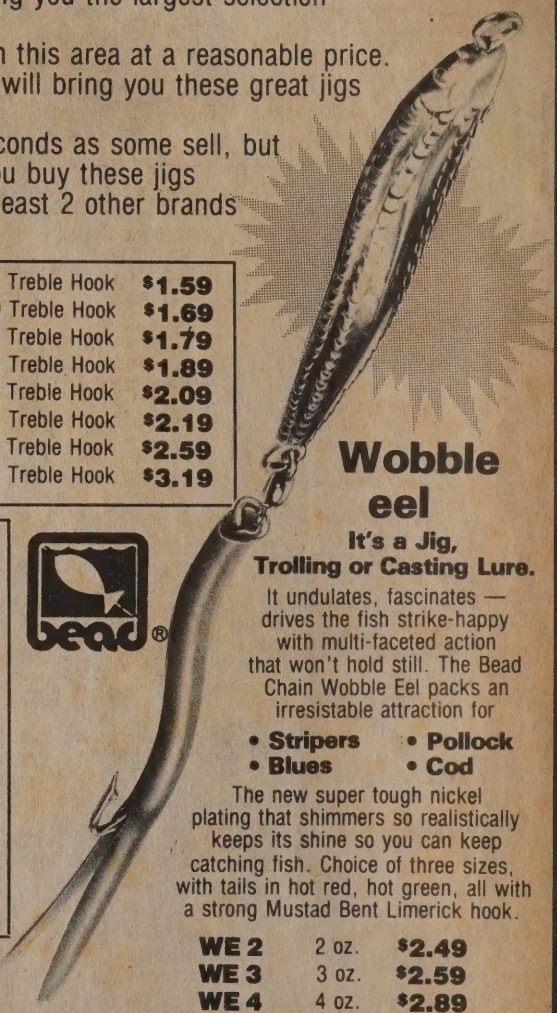
V16RT	16 oz.	8/0 Treble Hook Size	**$7.69**
V 24RT	24 oz.	10/0 Treble Hook Size	**$8.99**



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It's a Jig, Trolling or Casting Lure.

It undulates, fascinates — drives the fish strike-happy with multi-faceted action that won't hold still. The Bead Chain Wobble Eel packs an irresistable attraction for

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- **Pollock**
- **Blues**
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The new super tough nickel plating that shimmers so realistically keeps its shine so you can keep catching fish. Choice of three sizes, with tails in hot red, hot green, all with a strong Mustad Bent Limerick hook.

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8002 LORAN
Sale $599.00
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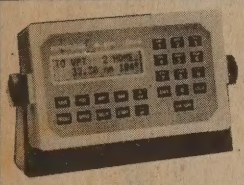

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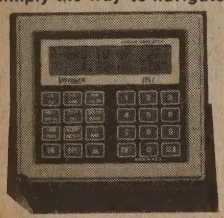

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$489.00

ICOM M55B	Sale $359.95
ICOM M5 Hand Held	Sale $359.95
ICOM M8 Micro Hand Held	Sale $279.95

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GLOUCESTER BOTTOM PAINT
SAVE 50%
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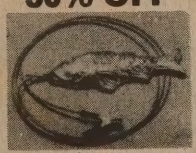

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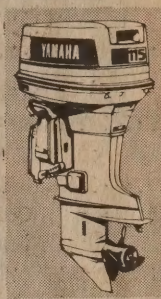

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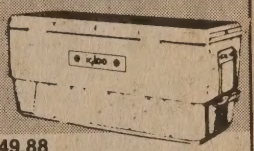
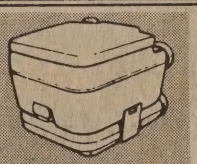


162 qt.	$149.88
128 qt.	$119.95
92 qt.	$74.95



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8' VHF ANTENNA

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Poles 1⅛" base, Telescope from 5½' to 15'
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SPECIAL
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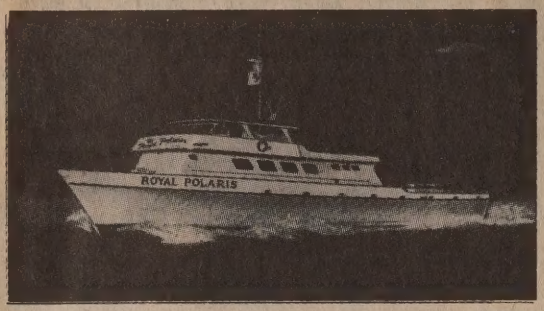
THE ULTIMATE CHALLENGE



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PLUS: LEARN THE LATEST STAND - UP TECHNIQUES

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BEST WESTERN MOTEL (PALMS)
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G.S.PARKWAY EXIT 88

WEDNESDAY - MARCH 9TH

HOLIDAY INN MOTEL
1740 EXPRESS DRIVE SOUTH
EXIT 55, L.I.EXPRESSWAY
HAUPPAUGE,N.Y.

THURSDAY - MARCH 9TH

WOODBRIDGE BUDGET MOTEL LODGE
350 RT.9 NORTH,WOODBRIDGE NJ.
(OFF G.S.P. AT TURNPIKE
INTERCHANGE EXIT 11)

FRIDAY - MARCH 10TH

MT.LAUREL BUDGET MOTOR LODGE
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MT. LAUREL, NJ.
(NJ.TURNPIKE EXIT 4)

DOOR PRIZES EACH NIGHT
FROM

MURRAY BROTHERS, ANDE LINES, CORTLAND LINE, BRAID PRODUCTS
MOLD CRAFT, STEVENSTRAND, PLUS CATALOGS, FLYERS, & BROCHURES.
PROGRAM STARTS AT 7:30 WITH MOVIES FOR EARLY ARRIVALS
ONLY 10:00 PER NIGHT
WIVES, GIRLFRIENDS, & JUNIORS AT 5:00

HOSTED BY: THE Fisherman

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BRING THE WHOLE FAMILY FOR AN EVENING OF THE WORLDS GREATEST FISHING FUN!

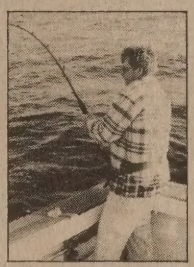
THE Fisherman
LONG ISLAND, METROPOLITAN NEW YORK EDITION
Volume 23, Number 8 February 25th, 1988

FEATURES:

OUTBOARD BRACKETS: PROS AND CONS
Part One – By John N. Raguso 26
THE LADIES
By Matt Ahern 30
STRIPED BASS TAGGING PROGRAM
By J. Waldman, D. Dunning & Q. Ross 34
LONG RANGE LOG
Part One – By Gary Caputi 38
CODFISHING: A DIFFERENT PERSPECTIVE
By Capt. Tom Hastings 42
ROD BUILDERS WORKSHOP: GUIDES
Part One – By Ted Bingham 45
STAND UP AND FIGHT
By Jeff Merrill 48
THE IDEAL BOAT
By Pete Barrett 50
TRAVEL LOG: CAPE COD
By Tom Goodspeed 52

on page 26

on page 38


on page 48

DEPARTMENTS:

PASS IT ON 8
BOATS FOR ANGLERS 18
PRODUCT REVIEW 20
THE TACKLE DOCTOR 22
DOCK LINES 24
FISHING REPORTS 54
HIGH TIDE TABLES 59
THE FISHERMAN'S CLASSIFIED 65

ABOUT THE COVER:

Long Island, Metro area anglers saw good numbers of stripers around in 1987. For some clues as to where these fish may be coming from, see the article on page 34. Dick Mermon snapped the cover shot on a south shore beach last fall.

DON'T FORGET!
Our Rod & Reel Repair Service Is:
100% Guaranteed
ON
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★ Daiwa
★ Shimano
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Loaded with Important Fishing Features!

ALSO AVAIL. 20' WALKAROUND & 17'-20' CENTER CONSOLES
All packed with fishing features standard.

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AFFORDABLE FAMILY FISHING BOATS

Featuring:

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- A proven superior hull design & construction for a dry, comfortable ride in roughest waters

17' - 21' CUDDYS & BOW RIDERS ALSO AVAIL.

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All Anglers & Manatees from Ocean Spray Marine come powered by dependable Mercury Outboards!

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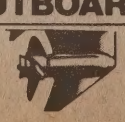

OCEAN SPRAY MARINE

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The Fisherman Staff

Long Island, Metro N.Y. Edition
P.O. Box 1994, Bridge Street
Sag Harbor, New York 11963
(516) 725-4200

Editor
Fred Golofaro
Advertising Manager
Stu Miller
Office Manager
Christine Reina
Receptionist
Jenny Merritt
Field Editors
Dick Mermon, John Raguso, John Fritz
Tom Schlichter, Marty Garrell
Lorry Mangan

Corporate Headquarters
P.O. Box 1994, Bridge Street
Sag Harbor, N.Y. 11963

President
Richard Reina
Publisher
Richard S. Reina
Associate Publisher
Pete Barrett
Managing Editor
Tim Coleman
Editor
Fred Golofaro
Advertising Director
Gary Caputi
Art Director
Production Manager
Allison Eagle
Advertising Art Director
Carolyn Brewer
Production Staff
Pamela Beery, Gilda Muschette
Anthony Guilbert, Robert Manca
Barbara Hill
Subscription Manager
Shelly Rodriguez
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Delaware, Maryland, Virginia Edition
Editor: Eric Burnley
Advertising Manager: Gary Diamond

New England Edition
Editor: Tim Coleman
Advertising Manager: Mary Motherway

N.J., Delaware Bay Edition
Editor: Ken Freel
Advertising Manager: Bob Baliatico

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See in the dark.

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Like a cat, see where you're going in pitch black night. Know where you are in heavy fog. Navigate safely in drizzling rain. Know your exact position and the position of everything that's around you, all in vivid TV like colors.

Ray Jefferson's Model M-12C Color Radar is the best radar in its class. It combines superb target clarity, definition and brightness. It's compact and loaded with features "big ticket" radars try to boast of... at a price *we can* boast of!

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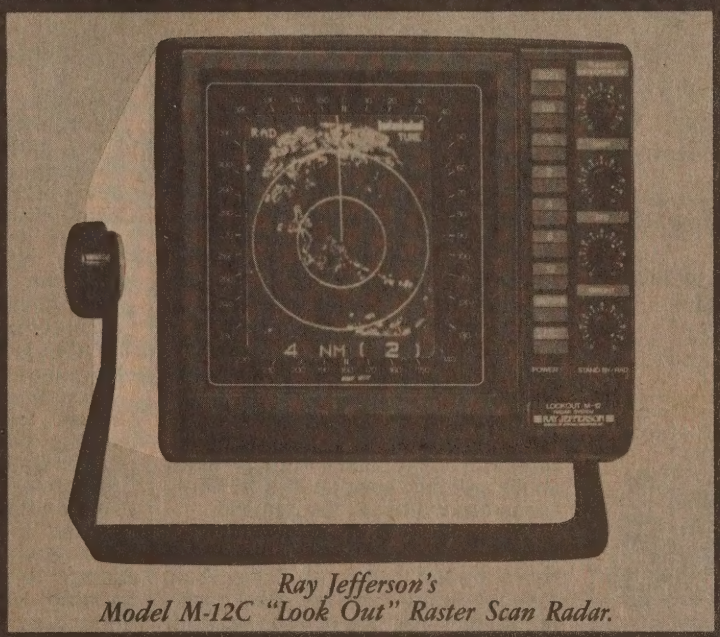
The Ray Jefferson Model M-12C gives you a choice of seven ranges, ¼ nautical mile to 12 nautical miles with 3 kilowatts of power for sharp, distinct signal discriminations. Features? All you need and want, PLUS Ray Jeff's exclusive illuminated 360 degree Bearing Scale to help you determine relative bearing of targets.

The Model M-12C has all the "big ticket" radar features, including Removable Range Rings, Standby Controls, Time Pulse Control, On Screen Tune Status Display and Removable Ship's Heading Marker.



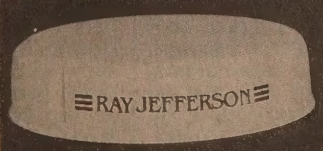
Ray Jefferson's
Model M-12C "Look Out" Raster Scan Radar.

Ray Jefferson, as you'd expect, has STC Control to suppress all clutter interference and an FTL Control to give a clear image in driving rain and blinding snow. Brightness and Gain Controls make view screen reading "cat eye clear" night or day.

The backlit touch tone membrane keypad makes for easy operation.

Ray Jefferson's M-12C Radar comes complete with gimbal mounting bracket, dome antenna, viewing hood, installation cable and power cable. A dome antenna mounting bracket can be purchased separately.

For a "cat's eyes" color radar at a kitten of a price, see your Ray Jeff dealer today or write for detailed information.



Sensitive as cat's whiskers is the unique antenna dome. With a 20" diameter, 8" height and weighing only 20 lbs., it's the smallest, lightest antenna around. Fits easily and compactly atop a sailboat mast, fishing boat or yacht.

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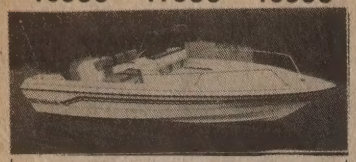

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★ Unsinkable! Foam Filled Unitized Construction
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★ Welded Stainless Steel Rails
★ Stainless Steel Steering Wheel
★ Non-Skid Decks
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• Loop-charged combustion and pulse-tuned exhaust
• CD electronic ignition provides quick starting.

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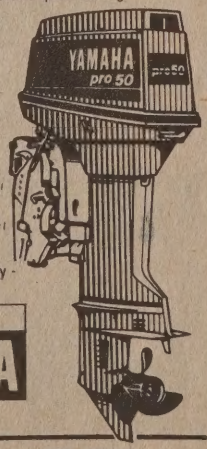
• Protective devices guard against overheating, overrevving, and low oil.
• Sacrificial zinc anodes and 5-step paint process protect motor against corrosion.
• Two year limited warranty - best in the industry.



OUTBOARDS by YAMAHA
EXPECT A LOT.

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3875 Long Beach Rd., Island Park, N.Y.
(516) 431-1865/68

Pass It On

SEA ISLE SPORTS CENTER'S 25TH ANNIVERSARY RAFFLE

To celebrate Sea Isle Sports Center's 25th anniversary as custom rod builders, they are conducting a raffle for $2000 in Sea Isle merchandise. This raffle will be open to anyone who purchases a Sea Isle custom rod in 1988. The shop is at 495 Guy Lombardo Avenue, Freeport.

SPORTFISHING FORUM DRAWS NEAR

Sunday, March 6th is the day; $5 is the price. A day filled with lectures and workshops to make you a better fisherman, whether you fish from the beach, inshore or offshore is the agenda, and the final reward is the $25,000 auction that includes tackle, trips, art and various marine paraphernalia. It all happens at SUNY-Old Westbury on Rt. 107, just 4 minutes off the L.I.E. Doors open at 8:30AM.

Outstanding speakers have been recruited to make this a once in a lifetimke experience. Rip Cunningham from the Salt Water Sportsman; Nick Karas of Newsday; Archie Fields, president of Rio Colorado Lodge in Costa Rica; John Raguso, the wreck specialist of The Fisherman; Captain Al Lorenzetti, who brings many years experience as a charter captain for trips from Great South Bay to Hudson Canyon; Captains Tony LoPerfido and Charlie Nappi, noted experts on bottom fishing; Captain Len Belcaro, editor of the Edge and blue water expert, who will tell you how to use changes in water temperature to aid your catches; Bru Griffing of Navcontrol, who will discuss marine electronics, and others. Some of these workshops will be repeated two or three times depending on the demand.

The auction will feature a once in a lifetime week-long trip for two at the Rio Colorado Lodge in Costa Rica. The specialties here are giant snook and tarpon. Air fare is also included. Also included are the world's finest rods, made right here on Long Island by Sea Isle, Altenkirch and son, J&R of Oakdale, and Augie's of Babylon. Penn has donated an International reel with a matching rod. A partial list of the donators of tackle items resembles a who's who in the business: Sea Strike, Door Knob Lures, Boone, Mold Craft, Stren, Ande, Berkley, Izorline, Hi-Seas, Bead Tackle, Eagle Claw, Keeper Bait, Acme Tackle, Ray Wittman Procuts, Betts, Glacier Gloves, Flex Coat, Buck Knives, Fiskars, Fentress Marine, Chatillon Scales, Kool Dri, Big John and Cannon Downriggers, Smoker Baits, Capt. John Sekora, Du-Bro Products, Quantum, Tempress, Aftco, Reliable Gaffs, Diamond Feather Lures, Kastmaster, Taylor, Zebco, Case Knives, Diesel crank case filter from Diesel Research, Chum from Regal Bait, Scopinich, So-Lo, Normark, Ryobi, Olin, and subscriptions from The Fisherman.

Add to this donations from local tackle stores like 4 Winds in Huntington, Blue Water in Hampton Bays and J&J in Patchogue; fuel from Pell's Marina, and charters from Fred Golofaro of The Fisherman, My Mate and Reel Magic out of Montauk by Captains Joe McBride and Howard Kiedaisch, Shane's, bottom paint from Brite Paint, Inc., and many, many others.

There's free gifts, exhibitors, door prizes and a special discounted subscription to the Salt Water Sportsman at $13.95. Bring the whole family. It's entertaining, educational and profitable. The cafeteria will be open all day.

Mail ticket requests to NYSF, Box 240, Oakdale, NY 11769.

NASSAU FISH AND GAME TO GIVE FRESH WATER FISHING PRESENTATION

Anglers, get set for some valuable fishing information when the Nassau County Fish and Game Association presents its "Annual Fresh Water Fishing Night," on Wednesday, March 9th at 8:15 PM in the Hempstead American Legion Hall. The Legion is located on Greenwich Street and Marvin Avenue in the Village of Hempstead.

According to Association President Charles Bevilacqua, "The March meeting will feature reports from Charles Guthrie of the Department of Environmental Conservation; by Peter DuBno from the Long Island Chapter of Trout Unlimited; from Norm Soule, Director of the Cold Spring Harbor Fish Hatchery; and a fly tying demonstration by members of the Long Island Fly Rodders."

Guthrie will lead off the night with a concise report on the fresh water fishing situation on the Island. Then DuBno will give a 15 minutes slide show on the Merroforellen or sea run brown trout project now in progress on the Island's Nissequogue River. Soule will follow up with his personal report on progress being made at the Cold Spring Harbor Fish Hatchery. The hatchery was once operated by the State of New York, and is now privately run. Topping off the night will be the Fly Rodders.

"If you intend to fresh water fish on Long Island this season, then attending the March meeting is something you should do," said Bevilacqua. "Meetings are open to all, and there is no charge for admission. If you'd

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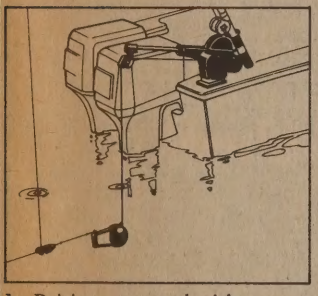

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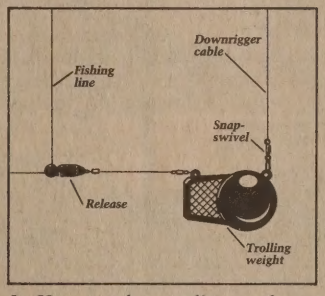
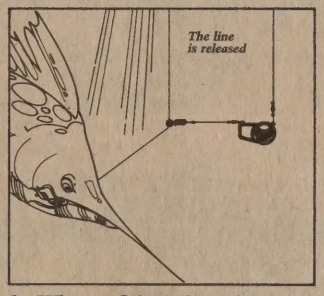
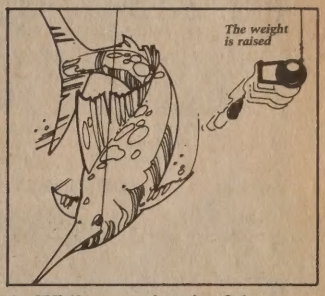


2. You attach your line to the downrigger weight with a spring release, and your bait or lure trails behind, all at the depth you choose.



3. When a fish strikes, the force overcomes the spring tension of the release and separates the line from the downrigger weight.



4. While you play the fish on a free line, the downrigger weight is raised to avoid interfering.

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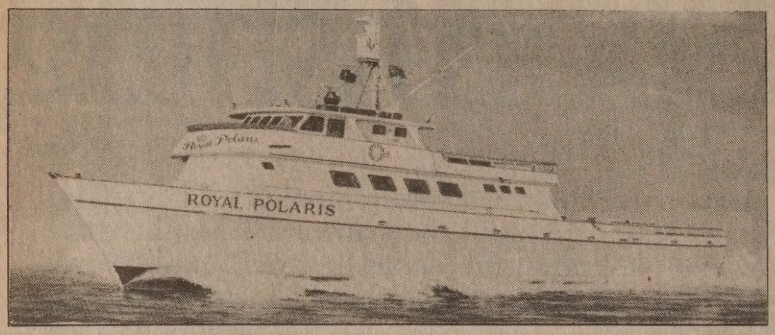

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Departure	Return	#Days	Cost
5 P.M. Mar. 17	8 A.M. Apr. 3	17/14	$2,275. Limit 30 pass.
5 P.M. Apr. 8	8 A.M. Apr. 24	16/13	$2,275. Limit 28 pass.
5 P.M. Apr. 27	8 A.M. May 20	23/20	$3,295. Limit 28 pass.

92' Royal Star

Departure	Return	#Days	Cost
5 P.M. Jan. 25	8 A.M. Feb. 10	16/13	$2,500. 18 passengers
5 P.M. Mar. 16	8 A.M. Apr. 2	17/14	$2,600. 18 passengers
6 P.M. May 27	3 P.M. June 1	5	$710.

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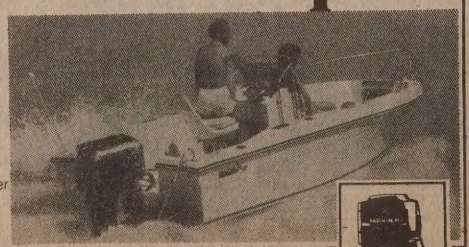

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like to be a part of our growing association, send us a postcard with your name, address and telephone number on it, to: Membership Committee, Nassau County Fish and Game Association, P.O. Box 245, Rockville Centre, NY 11571. When we get your card, we'll send you a package of information on what we're all about."

SPORT FISHING COURSE

Learn the basics of saltwater sport fishing in the Long Island region, from flounder (inshore) to giant tuna (offshore). Topics covered in this eight week course include tackle, bait and lure selection, tying rigs, chumming, locating fish, and trolling techniques. "Sport Fishing" will be offered on Tuesday evenings, from 7:30 to 9:30 PM in the Shoreham-Wading River High School, beginning March 1st. The fee is $29 ($34 for non-school district residents). Captain Jerry McGrath, who has extensive experience in commercial fishing and the charter boat field, will teach the course. The class culminates with an optional full-day fishing excursion on the charter boat "Prowler," at the reduced rate of $20 (payable the day of the trip). Telephone 929-8511 for registration information.

The course is offered as part of the Shoreham-Wading River Community Education Program.

NORTH FORK PRESERVE

How would you like to own a share of 200 acres where you can enjoy upland hunting of pheasant, quail, and chukar, and duck and goose hunting; where you can play tennis, ride horseback, shoot skeet and trap, and work your dog in wilderness.

Only 1½ hours from New York City and 15 minutes from Westhampton, the North Fork Preserve has hills overlooking Long Island Sound, farmlands, fields of bayberries and blackberries, stands of hardwood, and spring-fed ponds.

As more and more open land on Long Island is being lost to development, joining the North Fork Preserve will guarantee you a share of wild and beautiful property close to home, now and in the future. The North Fork Preserve will be open only to shareholders and their guests.

The Preserve hunting season for quail, pheasant and chukar starts in September and runs through March 31st. A total of 333 acres have been fenced, and an additional 400 acres are currently leased, making over 700 acres available for hunting. In addition to walk-up and waterfowl hunting, a series of Tower Release shoots are being held.

The clubhouse has a hunt room with woodburning stove, locker room and reception lounge.

Two championship Har-Tru tennis courts hosted a USTA tournament in August, 1983.

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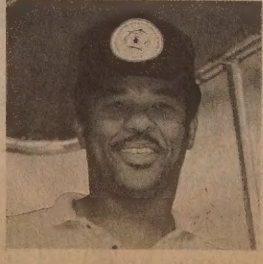

our beautiful reefs where you can enjoy great bottom-fishing. Whatever your fishing pleasure, you'll love it in The Cayman Islands. You'll also love our people, whose warmth, courtesy and fishing expertise make a vacation here unforgettable. And after you fish, set aside some time to tan on our sparkling beaches, dive in our underwater wonderlands, explore our fascinating sights, dine on Island and Continental delights and shop in our many duty-free boutiques. The Cayman Islands. We've got so much for you to get hooked on!

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1987 BLOCK TO NORFOLK CANYON BIG GAME SEASON RECAP A week by week recount of last year's big game fishing, containing charts, catch records & observations. This recap will show the movements of warm core eddies & Gulf Stream offshoots and how they affected the 1987 big game fishing here in the northeast. This correlation will supply the reader with the "know-how" to locate potential offshore "hot-spots" from surface temperature charts during the coming 1988 fishing season.

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ing and family picnics. The Preserve has 12 acres of pastures for horses.

The North Fork Preserve is located in Northville, Long Island between Riverhead and Mattituck, on the North side of Sound Avenue, overlooking Long Island Sound.

To arrange a visit to the Preserve, write North Fork Preserve Company, RFD 2 Box 583, Riverhead, NY 11901 or call (516) 727-6602 (daytime) or (516) 722-3152 (evenings).

ATLANTIS ANGLERS AWARDS DINNER DANCE

The Atlantis Anglers held its Annual Awards Dinner Dance on January 16th at the New Hyde Park Inn. Ashley Fulton III was chosen for the "William Duncan, Irwin Silberger, Paul Howcott Memorial Award" for Fisherman of the Year. Blanche Goodman received the Captain of the Year Award.

At our November '87 General Membership meeting the following members were elected to pilot the club through '88: Bernie Riback, President; Don Granger, Vice President; Jim Abercromby, Treasurer; Jay Ebbets, Recording Secretary; Elliott Pascoff, Corresponding Secretary; Bart Lazarus, Fishing Committee Chairman; Jerry Grossberg, Entertainment Chairman; Allan Zaretsky, Membership Chairman; Ed Vocel, Public Relations Chairman.

During the months of February and March the Atlantis Anglers opens its general membership meetings to the public. Our guest speaker at the March 22nd meeting will be Sig Signorelli. He will discuss his fishing techniques on our offshore grounds. We hold our meetings at the Baldwin Park, community room, located at the south end of Grand Avenue in Baldwin. Our meetings begin promptly at 8:15 PM.

Information about membership can be obtained from Allan Zaretsky, between the hours of 7PM and 9:30PM at (516) 796-3668. Our present membership roster consists of men and women residing in Brooklyn, Queens, Nassau and Suffolk counties.

SAFE BOATING COURSE

With the New York and Nassau Boat Show signaling the start of the 1988 boating season within a few short months, the Old Field Point Power Squadron reminds boaters that it will begin a 10-week evening course in safe boating in March in Port Jefferson. The course is designed for skippers and would-be skippers, and is open to men, women and teenagers over 16.

Classes will be held at the Earl L. Vandermeulen High School, Old Post Road, Port Jefferson on Tuesdays at 8PM, starting March 8th. Registration for those classes will take place from 7:30 to 8:00 at the school on March 8th.

Ownership of a boat is not required to attend the Old Field Point Power Squadron's course. Classes cover the technique of safe handling inboard,

outboard and sail boats, anchoring, tying basic knots, chart reading, plotting courses, use of the mariner's compass and safety afloat. Aid to navigation, such as buoys and radio beacons are explained in illustrated lectures. There is a minimum fee for course papers, charts and plotting instruments.

The Old Field Point Power Squadron, a unit of the United States Power Squadrons, conducts the classes as a civic contribution to teach boaters and those interested in boating, skills they must possess for safety on the water. Additional information can be obtained by calling Mr. Dennis Gatto at (516) 732-4536 after 6PM daily.

COAST GUARD AUXILIARY BOATING COURSES

Don't ruin your boating pleasure through lack of information. Take advantage of Flotilla 1-4 boating courses for children 10 to 16 years and adults.

Registration and first lesson on Tuesday, March 1st, 7:30 to 9:30 PM, Lindenhurst Jr. High, Wellwood Ave., Lindenhurst, NY. South entrance rear.

Free N.Y.S. Young Boaters Course runs for 5 weeks; boating license issued upon satisfactory completion.

Adult safe boating course runs for 10 weeks. Optional materials fee $15. Course certificate issued upon satisfactory completion. Honored by many insurance companies for reduced rate.

Both courses stress safety, equipment, legal rules and responsibility, handling, navigation, plus more.

Excellent for family evening out. For more info call: Joe Blanchard, eves. (516) 226-4684 or write for enrollment to: FSO/PE Blanchard, 796 So. 8th St., Lindenhurst, NY 11757.

CARMARK ADDS LONG ISLAND SOUND TO ITS NEWS LINE OF LORAN C SPORT FISHING CHARTS

Carmark has just introduced its newest Loran C Sportfishing Chart that covers all of Long Island Sound.

Like all the other Carmark Charts this one also features large color coded Loran lines and numbers that are easy to read. It's printed in full color and encased in a rigid extra heavy waterproof laminate that makes its easy to handle and mark with a grease pencil. There is also a list of Loran C numbers to wrecks and fishing grounds. All these wrecks and grounds are plotted and named on the chart for quick reference and positioning.

Side one covers the western part of Long Island Sound from Execution Rocks to Stratford Shoal. A quick flip to side two covers the eastern part from Stratford Shoal to Plum Island. This chart is a must for any of Long Island's North Shore or Connecticut's fishermen and boaters.

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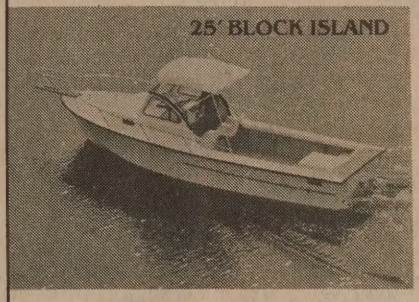

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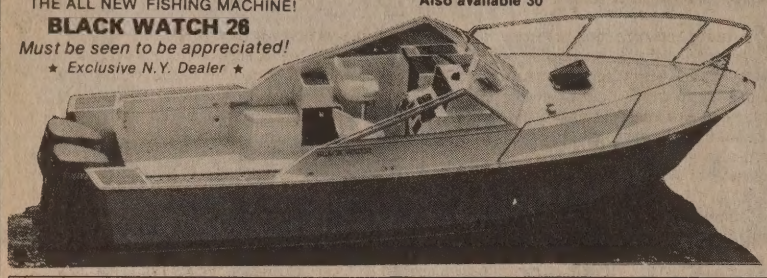

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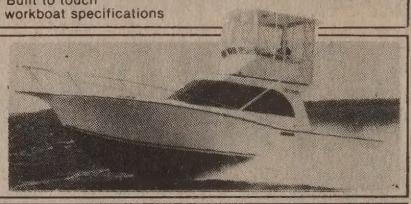

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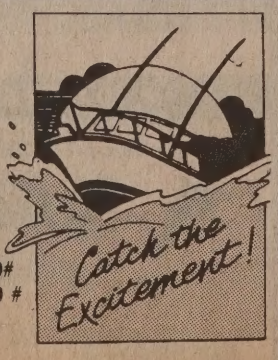

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Island Sound Loran C Sportfishing chart as well as the Montauk, South Shore and the South Shore Bay Chart at most marine supply, sporting goods, bait and tackle or marine electronics stores in your area.

List price for all laminated charts is $24.95. Bay Chart is $9.95.

For more information write Carmark Enterprises, P.O. Box 1248, Bellmore, NY 17101.

REVISED MANAGEMENT PLAN GOVERNING FISHING PASSES AT BREEZY POINT

The Breezy Point Unit of Gateway National Recreation Area is issuing 1988 fishing passes at Building 1, Fort Tilden, NY. Only those persons with passes issued before April 17th will be eligible for daily fishing permits through the spring and summer of 1988. Fishing passes for both Shore Road Fishermen's Parking Area at Fort Tilden and the Breezy Point Tip can be obtained beginning immediately.

Park officials stressed that only off-road vehicles with permits issued before April 18th will be eligible for one of the 15 Breezy Point Tip permits to be issued at Building 1, Fort Tilden, daily from April 18th through September 13th.

The new management plan was put into effect to protect the fragile nature of Breezy Point District's barrier beach ecology and to support federal laws that require the National Park Service to protect wildlife and its environment.

Robert W. McIntosh, Jr., general superintendent of Gateway National Recreation Area, said that restrictions on access to the fishing areas are required in order to protect endangered nesting birds. "Section 2-32 (b) of the U.S. Code of Federal Regulations prohibits intentional disturbance of wildlife or nesting areas. Violators are subject to a fine not exceeding $500 or by imprisonment not exceeding six months or both," he said.

For information contact the Breezy Point District at (718) 474-4600.

TRI-STATE BOAT SHOW

March 24th to 27th will play host to the Tri-State Boat Show, being held for the fifth time in the 100,000 square foot Field House at Rockland Community College, Suffern, New York.

Dealers from New York, New Jersey and Connecticut will be selling boats and related accessories and services, and representing all major brands.

As each year passes with the show, the diversity of boats and products exhibited increase dramatically.

Boat lines to be represented include Achilles, Alcort, Alpha Sailboards, Aquasport, Bayliner, Beneteau, Boston Whaler, Capri Sailboats, Carver, Catalina, Chaparral, Cheetah, Chris Craft, Cobalt, Correct Craft, Crestliner, Cruisers, Diamond Marine's STV Custom Boats, Donzi, Duranautic, Fazer, Fisher, Formula, Fountain, Four Winns, Fun Boats.

Funjet, Glastron, Grady White, Grumman, Hobie Cat, Holder, Kawasaki Jet Skis, Larson, Lucat, MacGregor, Mako, Mark Twain, Master Craft, Northcoast, Novurania, O'Day Sailboats, Proline, Regal, Sea Ray, Small Craft, Starcraft, Stingray, Sun Dolphin, Sun Runner, Supra, Thundercraft, Tiara, Tiki Boats, Wellcraft and Zodiac.

Basically, the show excels in the under 33 feet category, the size most average families are looking to buy. The variety of boats in this size range include canoes, inflatables, fishing boats, ski boats, pontoon boats, rowing shells, bass boats, high performance boats, family cruising boats, wetbikes, sailboats both cruising and racing, sailboards and beginner family sailboats as well.

Easy to get to, the show is in the hub of the tri-state area, just 20 minutes from the Tappan Zee Bridge at NYS Thruway Exit 14B (Airmont Road). From there, just follow the boat show signs to the acres of free parking.

Hours are Thursday and Friday 3PM to 10PM, Saturday 10AM to 10PM and Sunday 11AM to 6PM. Admission is $5 for adults and $1 for children under 12.

A full array of food and refreshments will be for sale on site.

RADAR NAVIGATION VIDEO

This new video is a high quality professionally produced color video in the 1/2" VHS format. Concept, script and narration is by Jens Jacobs, who is best known for compass adjusting on Long Island.

This tape runs for 104 minutes and is an in-depth study on how to take full advantage of radar aboard pleasure craft and small commercial vessels.

A number of problems and a plotting sheet is included with the tape, and upon return of the numbered registration card, an expanded problem package is forwarded to the registered owner. Upon return, the completed problems are graded for score and a completion certificate is issued.

Note: This is not an official document or a substitute for the official "Radar Endorsement" to your license if you are required to have one. It is, however, an excellent indicator on how well radar is understood.

The price for the entire package is $69.95.

The emphasis of this presentation is on practical everyday applications in an easy to understand and follow format. Clear, concise explanations of special plotting techniques yield fast and accurate solutions to navigational and collision avoidance problems.

This tape promotes safe and responsible navigation and collision avoid procedures based on good seamanship and the rules of the road; using radar to accomplish this.

It is designed for home study and is handy for quick reference to specific

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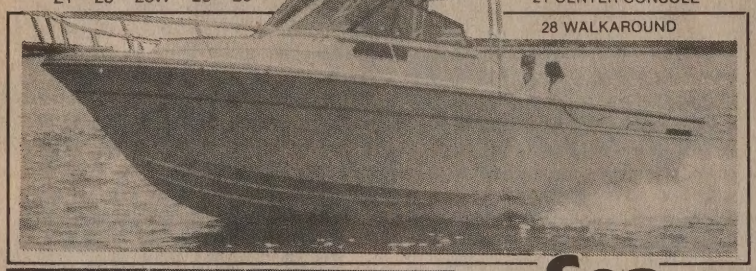
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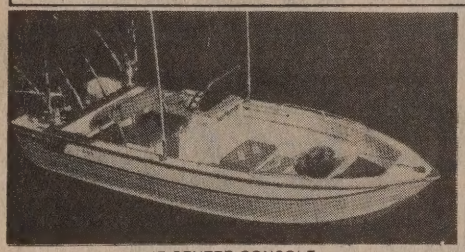
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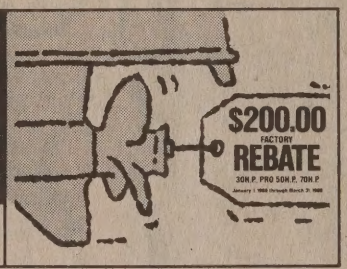
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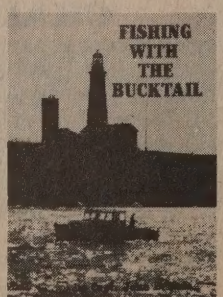

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For complete information, contact Jens Jacobs at: North Sea Navigator Co., 220 Rt. 25-A, Northport, NY 11768; (516) 757-7169.

SALTWATER FISHING DISPLAYS AT WORLD FISHING AND OUTDOOR EXPOSITION

There will be more space devoted to saltwater fishing this year at the eleventh annual World Fishing and Outdoor Exposition. The exposition runs from Wednesday through Sunday, March 2nd to 6th, at the Rockland Community College field house in Suffern, New York.

"Saltwater Row" will include the latest in big game rods, reels, components, electronics, fighting chairs and terminal tackle. Some of the manufacturers present include Penn, Newell, Shimano, Sabre and Aftco. Both the Saltwater Fisherman and The Fisherman magazines will have information booths to assist exposition visitors with questions on all aspects of fishing the ocean. Numerous clinics on saltwater fishing feature nationally known anglers including Frank LoPreste, Bob Rocchetta and Pete Barrett.

Doors are open from 1PM to 10PM on Wednesday, Thursday and Friday, March 2, 3 and 4. Saturday's hours (March 5) are from 9:30AM to 8PM; and on Sunday, March 6, hours are from 10AM to 7PM. Adult admission is $6 while children under age 12 are admitted for $2. The World Fishing and Outdoor Exposition is easy to get to: just take Exit 14B (Airmont Road) off the N.Y. Thruway (I-87). It's the first exit west of the Garden State Parkway and is only about 10 minute's drive from the Tappan Zee Bridge.

PERFORMANCE BULLETINS AVAILABLE FROM YAMAHA HELP BOAT BUYERS IN MAKING DECISIONS

Did you ever wonder how a certain boat model will perform with various power options? If you're in the market for a new boat and motor, many of your questions will be answered with the new Performance Bulletins now available from Yamaha marine dealers nationwide.

Along with "How much?" prospective boat owners need to know how a certain boat will function with different horsepower outboards. The Yamaha Performance Bulletins provide information on fuel economy, both in miles per gallon and gallons per hour, speed and RPM with different loads, the maximum rated horsepower for the specific boat and other pertinent data to help consumers make wise buying decisions.

Further bulletins are being developed on other boat models at Yamaha's test facility in Louisiana. Currently, there are Yamaha Performance Bulletins available on 29 boats, including models from Starcraft, Ebbtide, Pro-line, Boston Whaler, Skeeter, Ranger, Zodiac, Mako and Grumman,

and Crestliner to name a few.

For copies of the Yamaha Performance Bulletins, see your local dealer or call 1-800-447-2882 for the location of your nearest Yamaha Marine dealer.

FISHING AND PERCEPTION

Fishing has so many facets that its essential elements, simplicity and satisfaction, are easily lost among a multitude of terms used to describe how-to, where-to, and when to go. Underlying all the scramble of getting ready, driving to a lake or river, walking or boating to a quiet spot, then casting a plug, sinking a minnow or lightly dropping a fly is the desire to lose one's self for a time and become oblivious to all but what's happening on the business end of the line.

Some find soul-nourishing satisfaction in the bubbling retrieve of a topwater lure, casting again and again to likely cover along the bank, mesmerized by sound and motion, occasionally missing a strike because they accomplished the goal of casting themselves upon the water. It's a proven technique, satisfying and simple. And not a bad way to catch some fish. Bobber watching is also productive and the equipment can be uncomplicated, not more than a cane or willow pole, a hank of line, a hook and a bobber.

There are numerous other ways to get lost in the repetitive actions of fishing: snagging for paddlefish, grabbing suckers, baiting and setting a trotline, false casting a dry fly until it settles to the surface in perfect imitation of the real thing.

During May and early June there are lots of activities that beckon or demand our attention. Household chores, gardening (weeding) and landscaping (mowing) can be terrible masters when you feel it in your bones that it is the prime time to go fishing. And you're right! A diehard fisherman will tell you that the time to go is any time you can get away, but the old-timer who mutters, "Some things can be put off as well as others and right now is the time to go fishing," is talking about those few days that lie between the middle of May and the middle of June.

The days are warm, yet there is shade; the waters are cool and the fish hungry. The world is re-clothed in green and its creatures doing their summer's work. It is a delightful time to saunter out and mend the frazzled nerves of winter's enforced togetherness, to find a quiet spot where the natural person inside you can weave itself back into the web of nature and dissolve the rough edges of people-to-people conflict, the barbs of stress.

We bow to the perceptions and take along the accouterments of fishing so that those we meet will feel comfortable that we are out with a legitimate purpose, and perhaps there'll be a mess of fish on the stringer. But if not, the real goal will have been achieved: the soul refreshed. Simple satisfaction.

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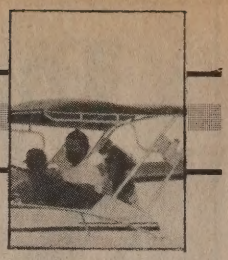
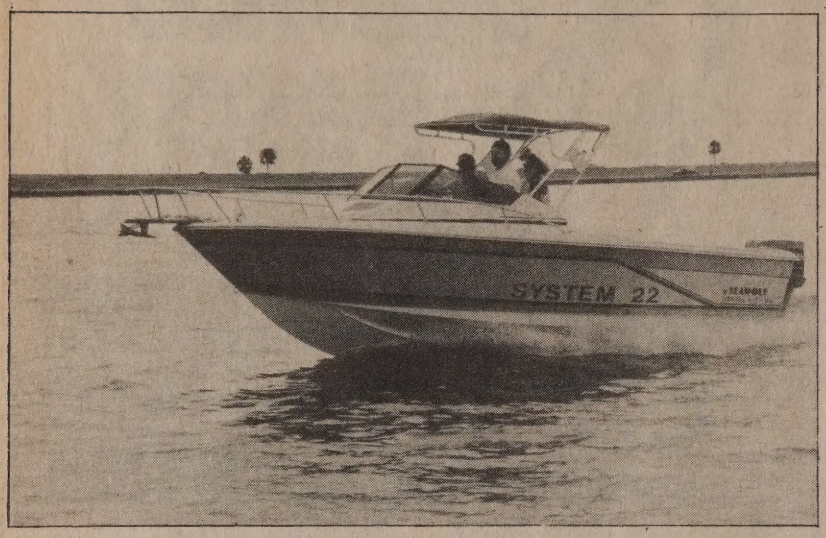


By John Raguso



SEA WOLF 22 WALKAROUND

Although the name "SeaWolf" might not mean too much to most Fisherman readers at the present time, this Clearwater, Florida-based builder has been practicing the trade of fiberglass boat construction since the mid-seventies. Under the parent name of Watkins Yachts, they've turned out some high quality sailboat designs during this time period. Using their more recent SeaWolf handle, Watkins Yachts has been producing a very familiar variable deadrise vee hull in their facility for the last four years that could pass as a "dead ringer" for the venerable 23 SeaCraft hull that is one of the all-time classics.

You would have to observe a SeaWolf being built firsthand to appreciate the heavy-duty construction put into each of their hulls. These Florida folks don't skimp on the essentials, and the 22 hull incorporates 8 layers of alternating 100 percent handlaid 1.5 ounce mat and 24 ounce woven roving, subsequent to an application of a 2 ounce vinylester skin coat to prevent blistering. A massive box beam fiberglass grillage stringer system, incorporating four longitudinal braces with six diagonal cross members, is then bonded into the hull with an additional two layers of stitchmat (18 oz. woven roving and 1.5 oz. mat), and all of this layup is overlapped at the keel and chines. Positive flotation is achieved by spraying large quantities of closed cell polyurethane foam into the stringer cavities and under the deck, thereby giving blue water anglers an additional level of safety for their offshore forays. A noteworthy aspect of SeaWolf's boatbuilding process is that each hull sits in a special form fitting cradle that is an exact duplicate of the original mold while being asembled. The advantage here is that the boat can "cure" over time (about 12 days), thus retaining the straight and true blueprinted lines that enable the vessel to consistently perform up to design specs.

The 22 Walkaround features a modified three piece construction, with a hull, liner and deck. Although the beam is listed at 8' 6", this is a very conservative measurement, since she is actually 8' 6" across the transom, picking up an addition three to four inches amidships for welcomed extra space to move about without bumping into something. The cockpit is 74 inches long by 88 inches wide, with a full 27.5 inches of internal freeboard, so there's plenty of room for a trio of anglers to jig a school of thrashing bluefish without tripping over each other, or to have the designated wire and gaff men land a large pelagic without cramping their style. A huge livewell/fish box under the aft cockpit sole that measures 46"W x 19.5"L x 12.5"D will keep 100 lbs. of weakfish or blues iced down all day, or allow you to keep a few dozen bunker feeling in good spirits until they're called upon to attract bigger game. A through transom outlet with seacock allows you to drain this box at day's end and an aerator option is also available. Dual boxes in each corner of the transom allow mounting a pair of marine batteries to port, while the starboard box is a 21"L x 18"W x 9"D fishwell with overboard drain. Recessed S/S stern and springline cleats are a nice touch.

Going forward, there's full 18 inches to pass by in-between the dual Pompanette helm seats. These are situated on top of a pair of raised fiberglass boxes which combine slide-out tackle drawers and recessed storage for other gear with twin insulated mini-coolers, draining onto the deck. The helm station is built on a hinged mold, so that it drops down to reveal all of the wiring to the gauges and dash panel, making the rigging and routine maintenance jobs a lot more convenient. Traversing about the walkaround, a strong one piece welded S/S bowrail provides safe passage, complemented by an 8.5"W x 14" deep recessed deck. Access to the cabin is provided via an attractive yacht-quality 3/8" locking smoked acrylic sliding hatch. Down below, there are a pair of 6' 7" bunks, with a Porta-Potti underneath, plus 52" headroom. About the only negative I could find with this layout was an absence of built-in recessed electronics storage, but that could be fixed easily enough with the addition of a hardtop with radio box option to keep these necessities out of the weather but within plain view.

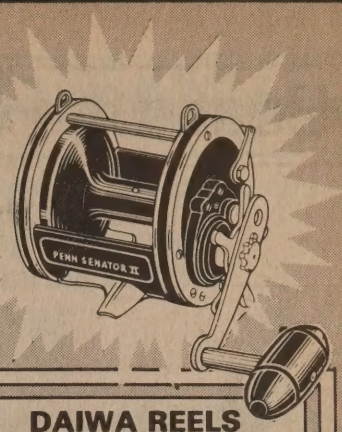
From a performance standpoint, this 22 foot SeaWolf hull lived up to the reputation that the variable deadrise vee has built up over the last two decades of offshore duty. I tried it first in the full transom bracket model with single 200 hp Yamaha V6 and then with a brace of Evinrude counter-rotating V4s. This hull would not be intimidated by a snotty Tampa bay with 22 knot winds and 3 to 4 foot seas, with the bracket model hitting a top speed of 48 MPH at 5400 RPMs and a solid 32 MPH at a 4000 rev cruise. The conventional outboard hull was able to plane on a single V4, achieving 30 MPH at 5000 RPMs and 23 MPH at 4000 revs, and without changing the prop! This is one efficient hull that combines speed with sea-keeping ability! If you are impressed with these attributes and are looking for a quality mid-sized outboard with a five-year hull warranty, give SeaWolf's Sid Shackelford a call to find out where you can inspect one of these wolves for yourself.

SPECIFICATIONS

Length	22'2"
Beam	8'6"
Weight	2,700 pounds
Fuel Capacity:	108 gallons
HP Rating	235 single/300 twin

Manufactured by: Watkins Yachts, 12645 49th St. N., Clearwater, Florida; (813) 577-3684.

Rod & Reel Blowout at MAC'S



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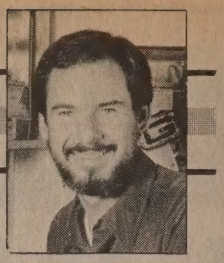

By Pete Barrett

ST—TEX T200 RADAR

My experience with this Si-Tex family of rastar scan radars goes back three years since I first purchased one of the early T100 models. That radar has given me reliable operation and it is easy to read in all light conditions. Most importantly it has gotten me safely back to port in rotten weather. At night running to the canyon I would feel at a loss without it. In late spring when the coastal rivers and bays get socked in frequently with fog, it has helped me get out the inlet where the visibility usually increases dramatically.

It was with great anticipation that I visited Ted Eiber's 31 Rampage to see the newer T200 Si-Tex radar. While the T100 still remains in the company's product line, the newer version offers plenty of extra features that many fishermen will find appealing.

The big difference is in the color display. All targets, whether land, ships or buoys, are displayed in a sharp red color that is clear to see at night and in daylight. Also in red are the range rings and heading lines. Information about the bearing and distance displays, the VRM and EBI info and the tuning indicator bar are in green. Loran C interface data, guard zones, the second VRM, sector indicators and the plotting track are in blue.

The T200 Colorscan offers an 8 inch diagonal screen that is comfortable to read., Most radars are mounted within a few feet of the operator and the screen size is therefore just about perfect. Eight ranges are available for selection: 1/4, 1/2, 1, 2, 4, 8, 16 and 24 miles. Navigating close to the beach or in restricted areas such as a river, canal or inlet are prime times to use the 1/4 and 1/2 mile ranges.

At night while running slowly to the canyon I like to use the 4 or 8 mile ranges. This offers a clear screen image in plenty of time to maneuver in response to freighters or commercial boats that cross paths, while still allowing the operator to pick up small images from lobster pot markers. Of course, if you want to "see" further objects, the 24 mile range is best.

The compact antenna is housed in a circular 24 inch hood and is handily mounted on a hard top or radar arch. The display unit is also on the small side at 14.5 inches deep and 13.4 inches wide. Ten inches is needed top to bottom, so it fits real nice in most electronics boxes.

The controls are positioned to the right of the screen and are operated by 6 rotating knobs and 8 soft membrane keys., A second set of controls are positioned below the screen and are also of the soft membrane type.

The primary controls allow the operator to adjust Screen Brilliance, Gain control for sensitivity of the receiver, Sea Clutter to eliminate the effects of rough sea interference, Rain Clutter to eliminate or diminish the effects of rain interference, the Tune Control which adjusts the receiver circuit for best target images and the On/Stand By/Off Control.

The right side membrane keys control the following functions:

Range Select Switch: Repeatedly pressing the right key expands the range; the left key decreases the range.

VRM Switch: The right key expands the variable range marker; the left key decreases the ring. By moving the ring until it touches an object on the screen, let's say another boat, the screen will then display the distance to that object.

EBL Switches: Activates the Electronic Bearing Lines that move right and left. The screen displays the heading to the object the EBL points to. This is handy to help pinpoint the location of another fishing boat on the bluefish grounds, while chunking tuna or while setting up a shark drift pattern.

HL Switch: Removes the heading line display. Pressing it a second time re-displays the heading line.

Range Ring Switch: Removes or re-displays the range rings.

Along the bottom panel is a series of membrane keys that control the Loran Remote Key, Alarm Distance increase and decrease, the Plot key and the keys to Select Guard Zones with alarms when another vessel invades the zone.

To anyone new to a radar this all may sound like Star Wars stuff, but the operation of the T200 is about the easiest of any of the modern radars now on the market. Simple controls, labeled clearly and backed with a first class instruction manual equal a minimum of training time. Since I was already used to the T100 model, the T200 took only a few moments to learn.

I found the use of the red, green and blue colors to be a real plus, especially since the red objects are so easy to read and are clearly separated from other data on the screen. While a newer version of the T100 has the Guard Zone feature added, my unit does not have it and I found this one item to be of special importance. Anyone who fishes at night at the canyon, or gets caught in a fog while drifting for sharks will like the idea of the audible alarm to warn of approaching vessels.

This unit is a winner: compact size, high quality, clear screen and easy to use.

Manufactured by: Si-Tex, P.O. Box 6700, Clearwater, Florida 33518; (813) 535-4681.

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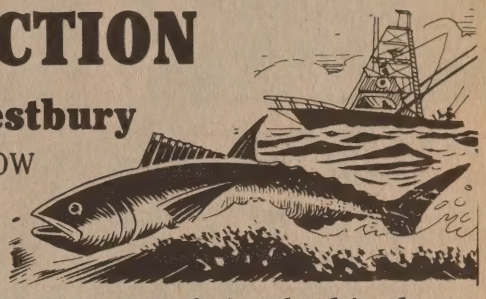

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Do you see it deteriorating (as we do), possibly never to return?

Do you want your children and grandchildren to have a healthy fishing environment?

If these issues are important to you (and they certainly should be), the New York Sportfishing Federation (NYSF) is the organization for you!

What can your single voice do versus the bureaucracy? Probably not much — but many voices, represented by a powerful organization with contacts in the right places, can, and will, make an impact. The NYSF has already made the important contacts with the DEC and federal, state and local officials — now we need your support to show them we mean business.

The NYSF is actively involved in the following issues:

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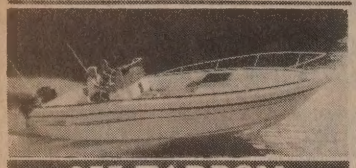

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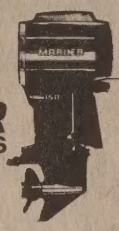

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Tackle Doctor

By Ken Freel

Dear Doc,

I fish from a small boat and do not have the space for downriggers. Therefore, when the bluefish are down deep and in scattered schools I troll with spoons or umbrella rigs on lead core line. My problem is that I will spot fish on my recorder, but oftentimes no hook-ups will result. This I suspect is because my lures are running either too low or high in relation to the fish marked on the recorder. The lead core line is marked in colors, but I do not know how deep the lures will run with each additional color out. Can you provide me any information to determine lure running depth using lead core line? *Dick Pate.*

Dear Dick,

As you pointed out, lead core lines are usually color marked which allows the fisherman to know how much line he or she has out. Most change color every 10 yards (30 feet). A general rule of thumb is that for every 30 feet of line let out into the water, your line will sink about 3 feet. However, there is the law of diminishing returns in play here with the more line that you let out.

The reason for this is the large diameter of lead core lines. This large diameter, combined with the buoyancy of saltwater, plus the water's resistance against the line means that with more line let out, it will begin to sink less. Hence, if you let out 60 feet of line you may be about 6 feet down. However, when you let out another 30 feet of line you may only get to 7½ or 8 feet deep instead of 9. The reason is the water pushes against the line and prevents it from sinking. The buoyancy factor found in saltwater helps exaggerate the problem.

You've probably noticed, too, that you need reels which hold a greater amount of line due to the diameter of the lead core line. If the bluefish are 30 feet deep then you'll need more than 300 feet of line to get down to them. One hundred yards of lead core line can fill up a 300 yard capacity spool fast plus make it weigh a ton.

Lead core lines are good in some cases, especially if the blues aren't too deep. Most fishermen use lead core lines in freshwater because the buoyancy factor is not nearly as great as in saltwater. Also, trolling speeds in freshwater are usually a bit slower which gives the line a chance to sink better.

You'd probably be better off if you switched to single strand wire line. This comes in stainless and monel. The stainless is cheaper but it does kink easier. Monel wire line is made from nickel and copper which gives it a more flexible qualtiy.

Wire lines will sink about 5 feet for every 50 feet let out. The law of diminishing returns plays less of a factor here due primarily to the much thinner diameter of the wire. You can also put more wire line on your reel before it reaches its capacity. So if the blues are 30 feet down, you'll put out 300 feet of the wire and you'll be into them. Your reels will feel lighter and you'll still have line to spare. One final note: Make sure your rods have Fuji carbonide guides or Aftco roller guides since wire has a tendency to wear quickly through ordinary chrome type guides. Good luck and let me know how you make out next season with some photos!

Dear Doc,

Winter is just too long for me, so I'd like to turn the clock ahead a few months and discuss spring bluefishing in the bay. Last year I purchased two Penn Slammer rods for trolling which I use in the rod holders on each gunnel. In addition, I mounted two

Fish On rod holders to act as outriggers just behind the helm station, but I never got a chance to use them.

This year I purchased two Penn Slammer light action rods with Penn 450 SS spinning reels. The rods are 7 feet in length and will take a 1½ ounce lure plus up to 17 pound test line. I was hoping to use these as all around rods for weakies, flounder and stripers. I was wondering if I could use these rods to troll for blues by putting them in the Fish On's and, if so, how would I rig them?

Bill Ransing.

Dear Bill,

Since you mentioned that you would be fishing in a bay, I will assume that you will be "trolling" over fairly shallow water areas of, say 10 to 15 feet deep. If this is the case, then 7 foot light action Slammer rods would work out fine. The Fish On rod holders are really made more for bait fishing or drifting for salmon and steelhead in freshwater, but they, too, should work fine for the particular kind of trolling you seem to have in mind.

You don't mention what kind of lures you will be using for trolling and the way you rig depends on what you will be using at the terminal end. If you happen to be using a spoon or a surgical tube lure then you really won't need to add a leader. The lure itself acts as the leader for you. However, if bucktailing is your game then you've got to add some kind of leader or you'll be giving away all or most of your lures to the voracious blues.

The spider hitch combined with the surgeon's knot is a good way to create a leader for the terminal end. The first step is to double back the last 3 feet of standing line. Next, take the doubled up line and create a small loop at the end where the doubled up line meets. Hold this small loop between your thumb and pointer finger. Now, wrap the doubled up line 5 times around your thumb. Make sure the line goes behind the small loop which is being held between your thumb and pointer finger. After 5 wraps, bring the end of the bigger loop through the small loop which you are holding with your thumb and pointer. Pull it through slowly but snugly and you'll have a spider hitch formed. You can use the spider hitch itself as a leader, but it is better if you add a heavier pound test monofilament line to the end of it with a surgeon's knot.

To get this accomplished lay the completed spider hitch parallel to a 2 foot section of 30 pound mono so that they overlap about 6 inches. The next step is to pick up the two parallel lines and form a small loop. Feed the two lines through the small loop twice and then pull each line to create the knot. Trim off any excess line. This will give you added protection against the razor sharp teeth of the blues. Let me know how you make out and make sure to check the leader line every few blues for teeth nicks.

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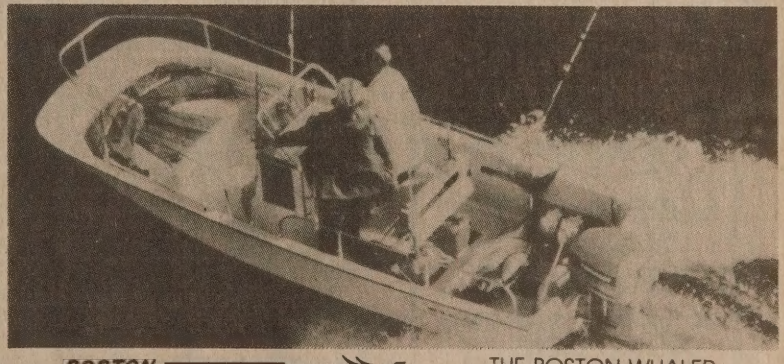

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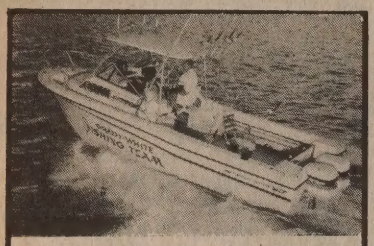

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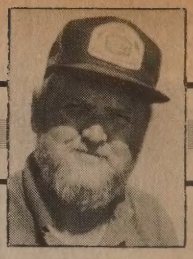
Dock Lines



By Eric Burnley

The one factor that controls our boating and fishing activity more than anything else is the weather. Unfortunately, there are many boaters and fishermen who seem to pay little attention to it and they suffer accordingly.

You can be certain there will be at least one boat lost this spring because the captain went out after mackerel without checking on the weather. Another boat will probably sink in a severe thunderstorm because the captain did not monitor the VHF weather radio station or keep a weather eye on the horizon.

Short range weather patterns along the East Coast are predicted with good accuracy by the National Weather Service. While their forecasts are not 100 percent correct, they are close enough to that figure to give the boating angler plenty of warning about unsafe conditions.

Most of us go out early in the morning and come back in sometime during the afternoon. This period of 10 to 12 hours may not seem too long, but the weather can change drastically over that time span.

If the wind is howling and rain is coming down in sheets at 6AM, you probably won't leave the dock. On the other hand, if the sea is flat, the sun is shining and the fleet is heading east you will probably follow along. These days that begin so well can often end up quite nasty. This is when the VHF weather radio comes into play.

The first piece of equipment I turn on when getting the boat ready for a day of fishing is the VHF radio. I don't put it on the channel where the captains are discussing their fishing plans. I put on the weather channel and I *listen* to the report.

There is a great deal of information given out by the National Weather Service on this channel. They give you the regular forecast covering their listening area. They give you the marine forecast for the bay and ocean 20 miles offshore and every 15 minutes they give you the offshore forecast covering the canyons.

Just as important as the forecast are the current conditions. These are updated every hour and can give you a warning if drastic weather conditions are nearby. For instance, if the forecast calls for mostly sunny and warm with a chance of thunderstorms you will probably go fishing. But this same forecast followed by a report of a thunderstorm 20 miles west of you should give you second thoughts about your trip. I would choose to stay at the dock until the storm has dissipated or passed by.

There is nothing more frustrating than starting offshore only to find the wind blowing too hard after you have run 15 to 20 miles off the beach. The current condition reports usually include the wind speed, water temperature and sea conditions at several offshore buoys. If this report indicates winds of 15 to 20 knots and seas in excess of four feet, I change my plans to an inshore trip.

Another feature of the VHF weather report is a description of the systems that are creating the weather. They will tell you where the highs and lows are located and where they expect them to be over the next 24 hours. It is the difference in barometric pressure between these systems that creates wind and it is wind that creates waves. The closer the isobars, the greater the difference. The greater the difference, the stronger the wind will blow creating bigger waves. A cold front moving into your area will create strong northwest winds while a low moving up the coast will give you northeast winds. A high located south of you will cause the wind to blow southwest or southeast, while a low to your north will create a northwest wind. If a low and a high pressure ever get close to each other, things really get interesting.

A high to the north and a low to the south will create a very strong northeast wind and we all stay at the dock. A low to the north with a high to the south will give us a northwest blow and maybe we can fish close to the beach.

There is one weather phenomenon that can sneak up and deal us a heavy blow. It often occurs on an otherwise good weather day and is known as a low pressure trough. This is a wave of low pressure that travels through a high pressure area and it can create some very strong winds, heavy rain

and lightning. This activity will be centered over a fairly small geographic area, but the result can be devastating.

Last summer one of these troughs came past Indian River, Delaware after we returned from a day of fishing in the Baltimore Canyon. The boat was in its slip and we were getting dinner when this thing hit. I thought the wind gust was going to tip over my camper and the rain was so hard it reduced visibility to zero. The waves on Indian River Bay were well over 6 feet high.

Fortunately the storm struck late in the day and while a few boats were sunk, no lives were lost. A similar storm off the New Jersey coast resulted in the loss of several boats and three lives.

The VHF marine radio gave us warning that the low pressure trough was approaching, but if you are already many miles at sea all you can do is head home and hope it misses you. Please make sure everyone on the boat has their PFD on just in case.

Every boat that operates on the open waters of the bay, rivers or ocean should have a VHF radio. It is also a good idea to have a weather radio at home. You should keep up with the weather by reading the daily newspaper and watching the TV weather person. There is plenty of weather information available and it is up to you to dig it out. Remember, the captain is responsible for the safety of the boat and everyone on board.

Dear Eric,

My cousin Ned recently purchased a 22 foot center console made by Hi-Liner. The seller told us that this make of boat is no longer manufactured.

Could you tell us what year this boat was in production and where they were made? Also, is it true that the hull design is by Ray Hunt and what kind of reputation does it have?

Thanks for any information you can give us. It's a pleasure reading your column. *Will Johnson.*

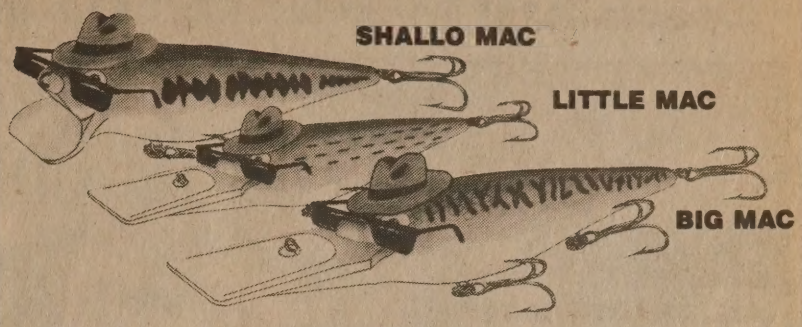
Dear Will,

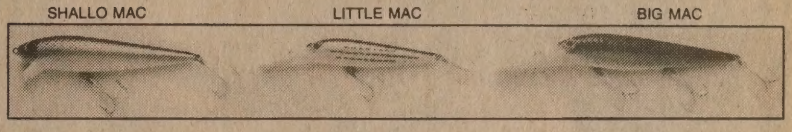
It is very difficult to run down this type of information on a boat that is no longer in production. I have heard of the HiLiner boat, but have no idea how long it was made or who designed it.

Ray Hunt is a well-known name in the marine business and his designs are considered to be some of the best on the water. If he did design your cousin's boat, at least it had a good beginning.

If any of our readers can shed some light on these boats, I would appreciate a note from them which I will pass on to you. Even if we never find out who designed the boat or how long it was made I would not be too concerned. If your cousin looked the boat over and is convinced it has a sound hull and motor that will give him good service, all those other things really do not matter.

The "Blues" Brothers





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Outboard Brackets

Pros & Cons

Part 1

By John N. Ferguso

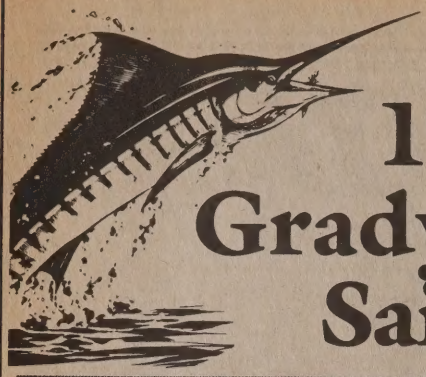
The foam filled Springfield bracket on this Grady White adds extra buoyancy aft and adds to the 23's quiet ride.

This Fountain CCC features an integral O/B bracket design.

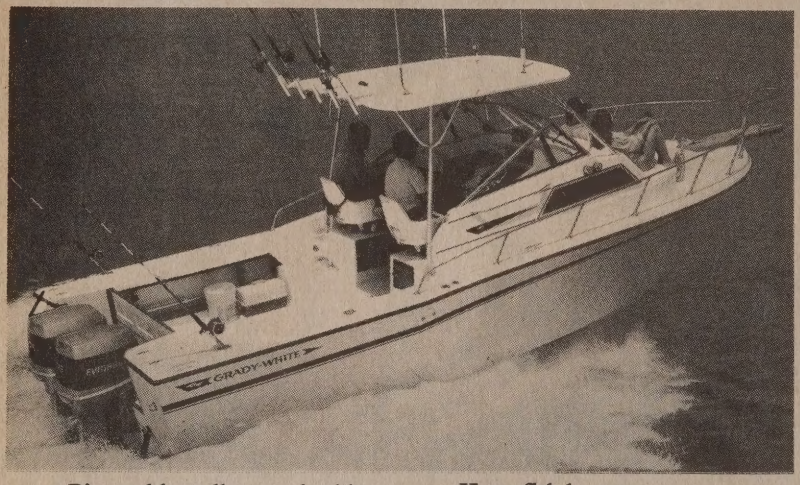
Love 'em or hate 'em, outboard brackets are appearing on an increasing number of craft for 1988, as more manufacturers jump on the bandwagon, giving consumers what is currently the "new" power option for those demanding ones who are really "in the know." It's gotten to the point where new models are being designed by some boatbuilders strictly for this power option, and some enterprising companies have taken it one step further by modifying their hull's transom configurations, making the outboard bracket an integral unit.

Quite a number of pro-bracket articles have appeared in the big four-color monthly sport fishing publications, promoting all of the wonderful things that outboard brackets will do for your hull, from curing sluggish handling to adding a few more knots of speed, and providing a better layout in the process. As with most scenarios related to boating, rarely is one "solution" best for all applica-

This SeaWolf sports a stainless Armstrong bracket.



1988 Grady-White Sailfish



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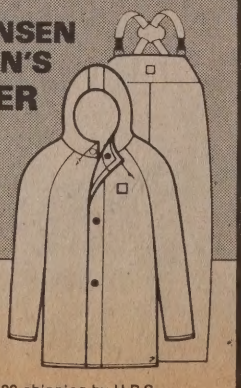

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tions, and when you add a heavy dose of one "cure-all" or panacea, you inadvertently create other problems somewhere else. Over the course of the next two weeks, we'll be investigating both the positives and negatives of what to expect if you opt for bracket power.

Brackets first appeared in force back in the early and mid-seventies in the offshore racing circuit. It allowed many of the sleek offshore racers a chance to bolt multiple V6 power on the transom, adding lightweight outboard horses for more speed, and the Gil Bracket manufactured in California by Jake Gilbreath was one of the first successful designs. OMC introduced their Sea Drive system in the late 70s, where a standard OMC outboard was "married" to a special hydraulic bracket that enabled the user to tilt the entire unit out of the water at the end of a day's fishing. The motor was sealed to protect it from the saltwater elements, and a special pump was added to the motor pan to ship out any water that might have worked its way into the powerhead area.

The 80s saw more competition enter the marketplace, with Armstrong and Springfield manufacturing both stainless steel and coated aluminum external transom brackets, and Dusky Marine in Florida marketing a bolt-on fiberglass unit to replace the old worn out I/Os that allowed boat owners to convert their drive system over to outboard power. Now for 1988, both the Gil and Armstrong people have introduced second generation sealed bracket designs, similar to the Springfield unit pioneered by Grady White engineers a few seasons ago, that provide more buoyancy aft, plus allows the owner a modest external platform to perform some minor maintenance work and rudimentary repairs. In addition, proprietary executions from the likes of Fountain Powerboats, Rampage, Stamas, Boston Whaler, Sea Ray and others have incorporated fresh thinking into bracket applications, including actually modifying the hull to have the bracket be an integral part of the fiberglass structure. Here are some of the good things that most brackets have to offer:

A Quieter Environment: Most folks will agree on this issue, that by sticking the outboard anywhere from 3 to 4 feet further aft, in addition to sealing the transom inwale, you lower the db factor in the cockpit to the point where you have to peek aft for the telltale signs of blue smoke to see if your outboard is really turned on.

The Integrity of a Full Transom: This is another of the indisputable facts of most bracket designs. You have the safety of a full-height transom to keep your feet dry in a following sea or when two of your buddies join you to help wire and gaff a large pelagic. The extra transom height also keeps the little ones of the family in plain view, preventing some accidents that could happen if they got too

close to the outboards on conventional designs.

More Cockpit Space: Although not an absolute by-product of the full transom design, most bracket executions create additional fish fighting space in the cockpit, plus more room below decks for increased fuel capacity, foam flotation, stowage for gear and undersole fish boxes.

More Rigging Space: Another by-product of shifting the outboards 3 to 4 feet aft is freeing-up a few additional cubic feet for battery storage and oil reservoir installations, as well as making it easier to get at these strategic areas for maintnance. Running connecting cables and electrical wires to the outboards is also a tad easier in most situations, too, plus these normally go through the transom wall via sealed rubber boots located above the water line, thus precluding sea water from running down the cables and into the bilge area.

More Speed: In most instances, the fact that the outboard is mounted further aft allows you to mount it 3 to 5 inches higher on a bracket than if it were sitting on the transom in a conventional installation. The prop also rides in less turbulent water for more bite, with the net effect of less lower unit protruding below the water line for decreased drag and a 5 to 10 percent increase in speed.

Improved Performance: This is true especially in the instances of repowering an old I/O rig. Converting to outboard power not only frees up additional cockpit and below-deck space for a host of improvements, it can also add 6 to 10 knots of additional speed and improved fuel economy in the process. Taking out 800 to 1,000 lbs. of lower unit and cast iron engine from the aft section of the hull and replacing it with 400 to 500 lbs. of bracket and outboard (frequently with a higher horsepower rating), allows a formerly sluggish hull to be more nimble and quicker, too, due to less weight in the stern. The converted outboard also eliminates the danger of having an inboard motor ignite gas fumes trapped in the bilge.

Additional Buoyancy: Many of the closed-box bracket designs, in particular the original Springfield used on the Grady White boats, plus the latest '88 designs from Armstrong and Gil provide additional buoyancy aft, giving the boat a more stable attitude when at the dock, trolling or drifting. This enclosed bracket can also be employed as a mini swim platform to change a prop or to get back into the boat. Plus, it allows superior performance when backing down either on a high-flying mako or your dock space back home when compared to the earlier open-type brackets, since its design channels water under and to the sides of the boat.

Now that you've been sold on some of the outboard bracket's wonders, prepare yourself, as next week we take a counter-position for the anti-bracket point of view.

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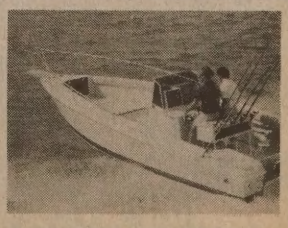

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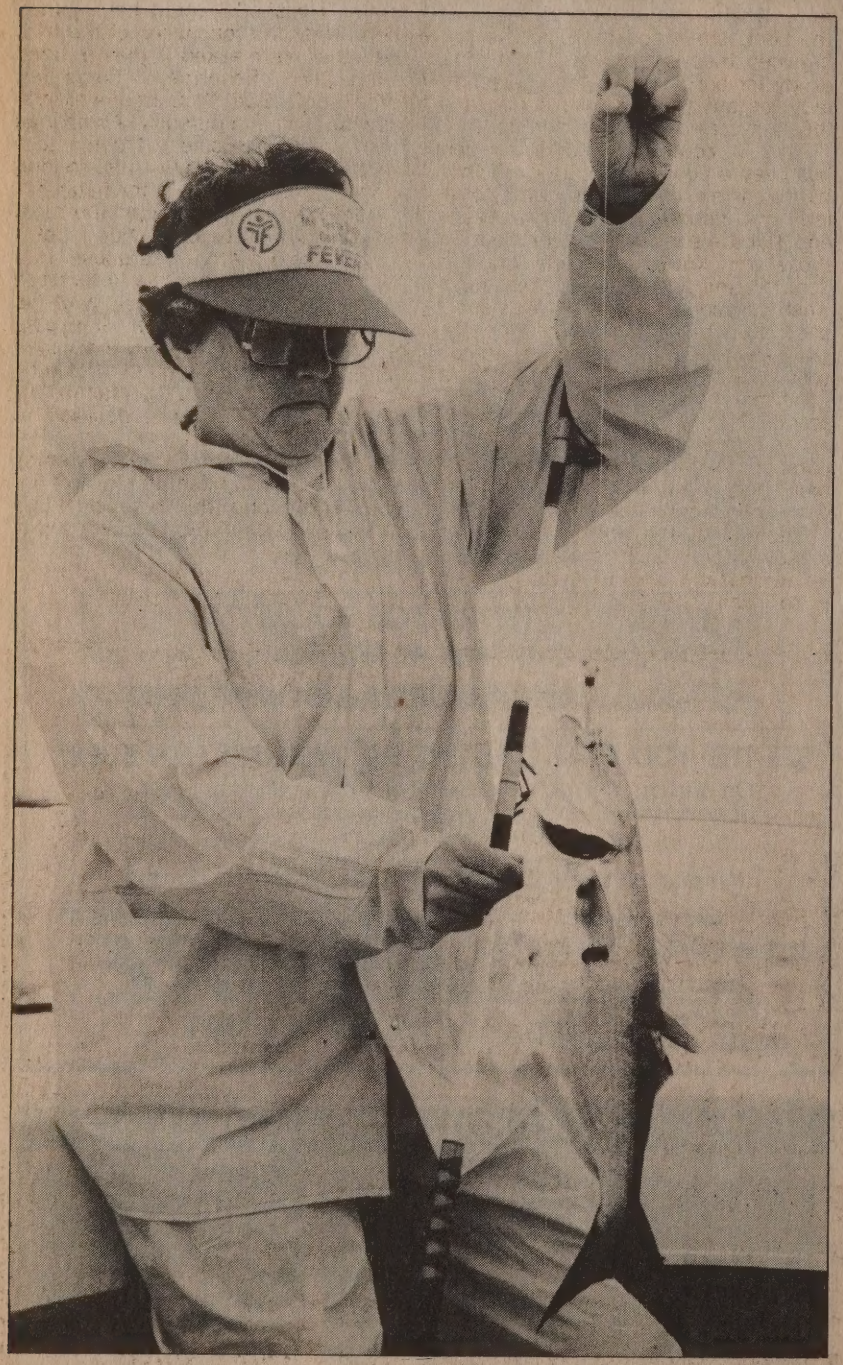
The Ladies

By Matt Ahern



I first began dunking bait over a half century ago, and at that time fishing was strictly a man's game. There were ladies on the fishing scene, of course; but so few in number, one might say they were conspicuous by their absence. Even snapper fishing was rarely brightened by their presence.

Most ladies who fished at that time did so only when accompanied by husbands, fathers, brothers, boy friends and other male members of their families. But today this is no longer true. Today, our ladies think nothing of going it alone. At the risk of being judged a traitor to my kind, I say: "Thank God for that!" If we have need for a lady's influence at home, why not on the fishing scene?

For some time, when writing stories and articles in The Fisherman, I have stated that the ladies were slowly but surely catching up to us fellows. I hope those words weren't ignored, for they are certainly true. The evidence of this has become highly noticeable these past 20 years or so.

Some fellows still scoff at any lady attempting to become a good fisherman—but not me. I find the ladies to be pretty shrewd. I've seen them attack common and annoying problems with an insight many of us fellows would cheerfully surrender our pet rod and reel to possess.

I know this is so because a lady will write to me and say that if I did so-and-so, this or that would not happen. Some of these suggestions seem far-fetched, but when I try them out, blamed if they don't solve my problem. And the peculiar thing is that each suggestion is nothing more than a simple solution to what had been for me a distressing, vexing difficulty. And yet they are solutions based on a keen insight, an insight which has never been my privilege to possess.

And do the ladies ever have total recall. It seems they have no need to keep fishing records. I recall a personal incident that happened about 15 years ago, a time when every sinker bouncer on Long Island was going through the doldrums of extremely poor fluke fishing.

I was grumping about the house this one particular weekend, venting my spleen on the prankish fishing gods that had so impishly screwed up the fluke fishing to a mere pittance. Never could I recall such a poor season. By late Saturday evening I must have got on my wife's nerves, for she said to me: "I hope I'm not going through another session like this tomorrow. Why don't you get out of the house—go fluke fishing...or something."

"No fluke to catch," I said. "Oh, maybe one or two," I amended, "but not enough to make it worthwhile."

Quick as that proverbial wink, my wife replied: "You're not thinking, Matt. Remember when the kids were small and we fished that creek in the back bay off Merrick? That deep hole around the second bend where we caught all those fluke on that bunched spearing bait? Why don't you try there?"

I hadn't fished that spot in 25 years and had completely forgotten about it. But not my wife. And not only did I manage to nail five nice fluke from that hole, it was my best single catch that entire summer. You figure it.

I know there are fishermen who resent the ladies horning in on their "territory." I can understand that, and I don't hold it against them.

Tradition dies hard. But when it comes to fishing, I find those ladies who go in for the sport are not driven by the thought they must prove they are as good or better than the men. They fish for the same reason we all do: they also hear "the call." But those who consider fishing as an excellent way to "cut those men down to size," quickly fall by the wayside. There is no pleasure in the fishing game for those who will not give the full measure of themselves.

Those ladies who take up fishing as a way of life soon discover something: everything that glitters is not gold. I know, for instance, that it does go against a lady's inherent sense of proper dress. No lady ever looks her best in a set of grubby oil skins, complete with odorous bunker chum and skimmer stains. Therefore, those ladies who temporarily put the catching of fish above such mundane things most definitely deserve our support.

And lest we fellows think the ladies aren't tough enough to brave the elements, that they can't take and absorb punishment when required, let me relate an occurrence that happened aboard a party boat a few years ago.

On this particular September day we were fishing the Iberia wreck off Long Beach and doing quite well with the sea porgies. As is likely to happen at this time of seasonal change, the weather turned miserable. A northeast breeze had steadily strengthened during the morning to an extent which eventually caused most of the passengers to fight off the effects of mal de mer. One by one, they dropped out.

By noontime, only the skipper and I and our sole lady passenger were all who remained at the rail. Even the mate had quit fishing, but not that lady. That lady was seasick and miserable, but she would not give up. Retching and groaning (and "chumming") with every life and heave of the boat, she stood there at the rail between the skipper and I, catching porgy for porgy. That was one tough lady, as anyone who has suffered a touch of seasickness will admit.

Now we come to something which has been a bone of contention. What is the correct descriptive name for a lady who fishes? I read some weeks ago that there is a movement afoot by those who know absolutely nothing about fishing to have the term "fisherperson" or "fishingperson" used as a blanket coverage for our lady anglers. To me, those names sound asinine. Can you imagine a fisherman-writer decribing a fishing scene in this manner: "When I arrived on the scene, there were five persons fishing—three were fishermen, and two were fishingpersons." Quite silly, you must agree.

There's nothing wrong with calling a lady angler a fisherman. We all know what is meant. If you look up the word "fisherman" in Webster's, you will find its definition is: "One who catches fish." It does not say a **man** who fishes. Simply one who fishes—what description is more to the point than that?

Awhile back I watched an interesting TV program. One segment of this show had to do with a group of elderly ladies aboard a West Coast party boat. They were certainly enjoying themselves catching albacore and other smaller members of the tuna family. I wished I could have joined them. Near the conclusion of the trip, the ladies were asked if they minded being called "fishermen." Some did; some didn't. But I thought one elderly lady put it all in a nutshell. As near as I can recall, she said: "I don't care what you call me, sonny—just so long as you don't call me late for fishing."

I don't know who caught the most fish on that party boat, but I bet I could make a pretty close guess. It is my thought that anyone interested more in the correct terminology of the participation in such as enjoyable pastime as fishing, will never succeed in the sport. It is my thought that such "hair-splitters" do not go far in our fishing game. They are doomed to failure from the start.

So, to all those ladies who truly enjoy fishing, I doff my fishing cap to you. You are among the best of life's blessings. I admire and respect you—always have.

And allow me to add "God bless you." You are the greatest.

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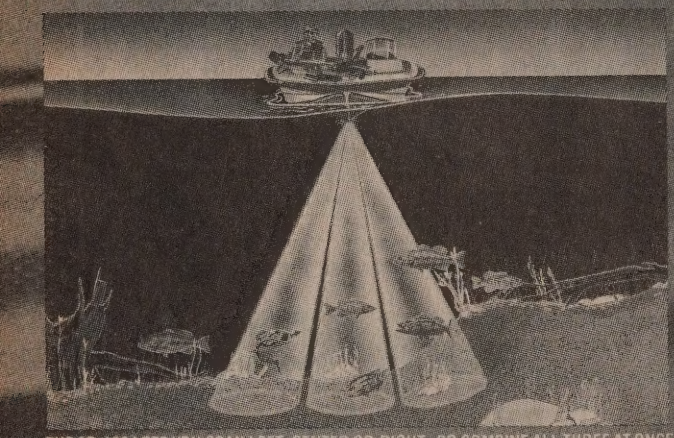

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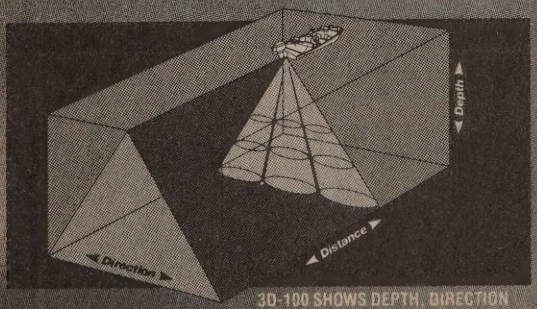

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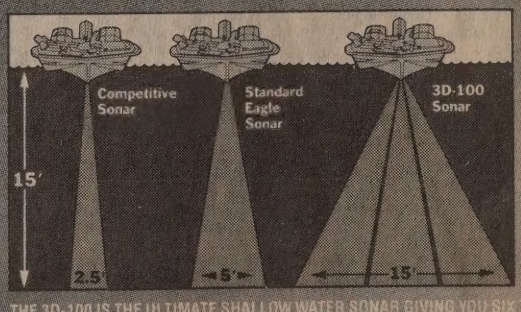

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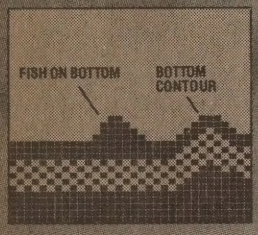

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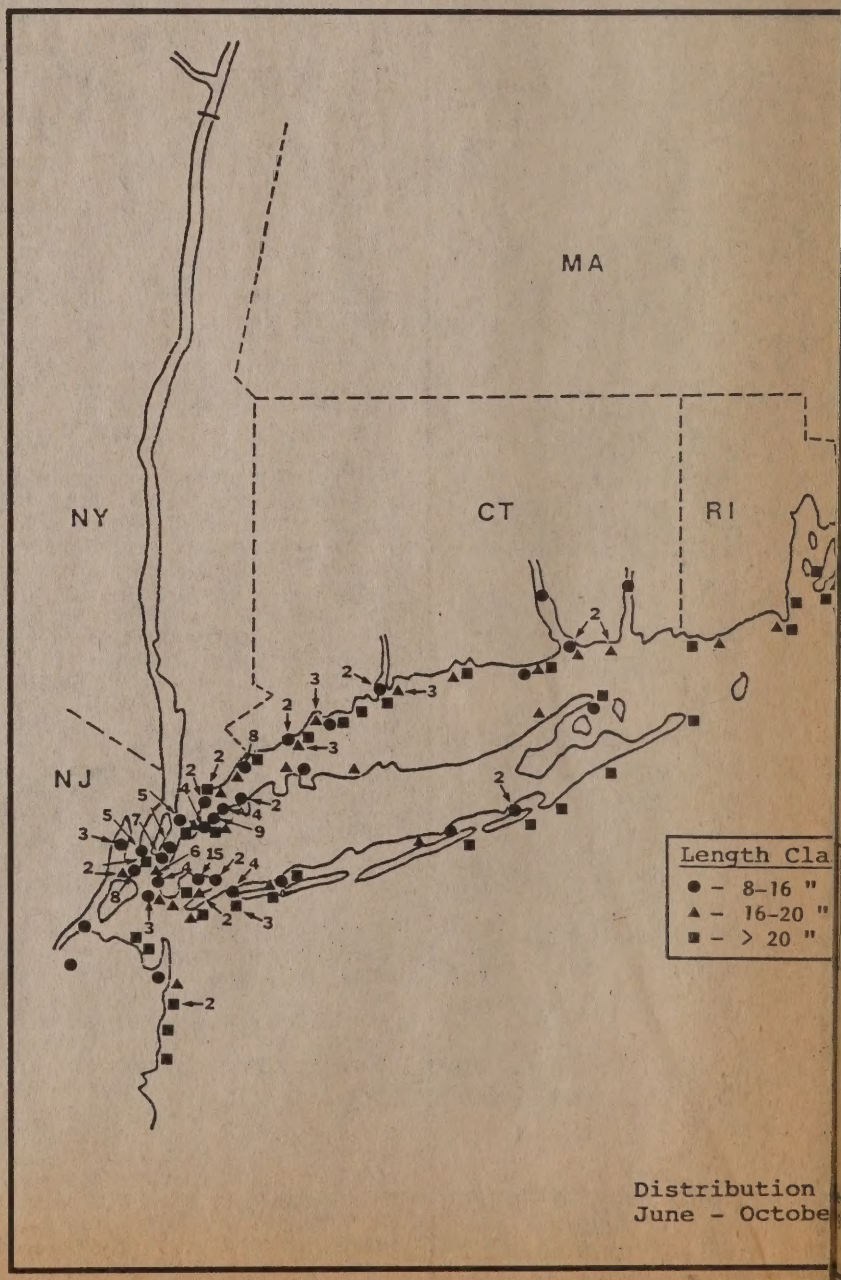
Hudson River Striped

The Hudson River Foundation for Science and Environmental Research (HRF) has conducted the Hudson River Striped Bass Tag Recovery Program since 1984. Over that span, more than 30,000 striped bass have been tagged and released in the Hudson River estuary. From these releases, the HRF has received approximately 1600 tag recoveries. Results from the limited 1984 tagging were reported in The Fisherman series in early 1986. Here, we report on first-year recaptures from some 18,500 fish tagged during winter 1985-1986.

Researchers from Normandeau Associates, Inc. performed the tagging, using trawls and seines to capture striped bass between Newburgh Bay and Lower New York Harb bor, and the Harlem and East Rivers. All fish tagged were 200 mm (8'') or larger in total length, however, the majority ranged between about 12 to 24 inches. Striped bass were tagged with an internal anchor tag because double-tagging of fish in the 1984 study indicated that these marks had a high retention rate and resulted in lower fish mortality.

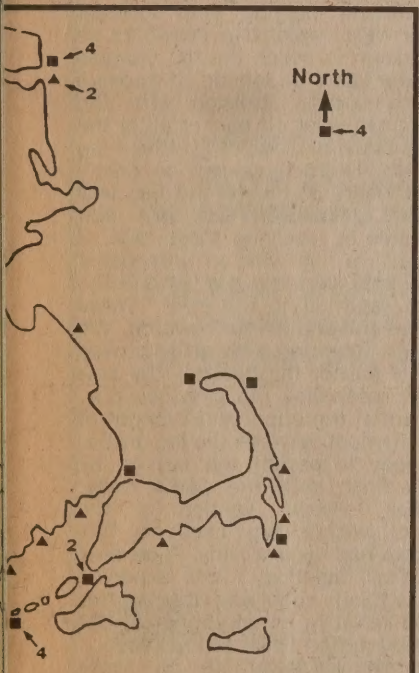
Rewards were offered for tag returns. Fish were marked with tags bearing reward values of either $5 to $1000 or $10 to $1000. When a tag was returned, the HFR sent a check for the minimum value of the reward along with a questionnaire to the respondent. When the fisherman returned the completed questionnaire to the HFR, his or her name was entered into a drawing for nine prizes of up to $1000, one entry for each tag returned. Additionally, respondents were sent a certificate thanking them for their participation in the program and informing them of when and where their fish was originally tagged.

By February, 1987, the HRF had received tags from 717 recaptures of striped bass tagged and released during winter 1985-1986. Tags were recovered from seven states and one Canadian Province. New York contributed the highest percentage of returns (68%), followed by New



Bass Tagging Program

By J. Waldman, D. Dunning & Q. Ross



captures by length class,
)86.

Jersey (15%), Connecticut (7%), Rhode Island (6%), Massachusetts (4%), and less than one percent each for Maine, Virginia and Canada. The largest number of tags were returned in April, 1986 (178) and the smallest number during January and February 1987 (4). Not unexpectedly, there was a summer decline followed by an autumn increase in monthly tag return rates. A summary of monthly tag recovery distributions from March 1986 through February 1987, from the 1985-1986 tagging follows:

March: There were few angler returns. Four of the five recaptures were from New York City waters, the fifth was from Croton, NY.

April: Tags were returned from as far north as Catskill, NY in the Hudson River. The majority of these were recaptured between Cold Spring, NY and the Battery (at the mouth of the river). Eight of these were from the Croton River and Croton Bay. Six were recovered by sport fishermen at the Caven Point Pier in Jersey City, NJ. There was one return from the south shore of Long Island.

May: Tagged fish were recovered by anglers and commercial shad netters over the length of the tidal Hudson River, including six at its northern end, the Federal Dam at Troy, NY. The heaviest concentration of returns was from between Croton and Brooklyn, NY in Upper New York Harbor. Returns were also derived from the distal reaches of the Hudson Estuary including Newark Bay, Jamaica Bay and the mouth of the Raritan River. there was only one recapture along Long Island's south shore, but many in Long Island Sound. Long Island Sound tag recovery sites included Little Neck Bay and Hempstead Harbor, the Greenwich, CT region and the Housatonic and Connecticut Rivers. Eight tagged striped bass, all less than 16 inches were taken in pound nets at Orient Point, NY. Pound nets also contributed 15 recoveries in spring at Point Judith, RI. Single recoveries came from near Nauset Beach, Cape Cod, MA and from the Mousam River, Maine.

June: There were two recaptures from slightly south of Sandy Hook, the first recaptures in this program from New Jersey's ocean coast. Although seven returns originated from the dam at Troy, the number of Hudson River recaptures declined from May. A substantial number of recoveries came from around New York City and from Long Island Sound. Three returns came from Long Island's south shore bays. Seven tagged fish were captured again between the area of Point Judith, RI and Monomoy Island, Cape Cod, MA. The only two recoveries from north of Cape Cod both came from the mouth of the Merrimack River at Newburyport, MA.

July: The pattern in July was similar to June's, with few recaptures in the Hudson River. The majority of returns originated from New York City and Long Island Sound. Returns from the Federal Dam at Troy declined to one. No returns were made south of Sandy Hook. Two more recoveries were made at Newburyport, MA and two occurred in Maine, near Wiscasset and in the Penobscot River.

August: The summer pattern seen in June and July continued in August. No recaptures were made from the dam at Troy. New York State Department of Environmental Conservation sampling, led by Byron Young and Kim McKown, contributed a number of returns from Little Neck Bay in western Long Island Sound. One recapture was made in the surf on Long Island's south fork, and four were made in south shore bays and inlets. One recovery came from inland New Jersey in the South River at Old Bridge and another came from south of Sandy Hook at Elberon, NJ. Although no returns were made between Cape Cod and Maine, a tagged fish was recaptured from the Bear River, Nova Scotia at the southeast coast of the Bay of Dundy.

September: The tag recovery distribution in September resembled that of June through August, but with a slight increase in concentration in the New York Harbor region. No fish were recaptured south of Sandy Hook. All returns from Long Island Sound came from its western half. Two recaptures occurred in Rhode Island and five in Massachusetts, including two each from Cuttyhunk Island and the Merrimack River. A single recovery was made in Maine in the Kennebec River.

October: Once again, few recaptures came from the Hudson River. Many more recoveries originated from the ocean coast: one each from Plum Island and Scituate, MA, four from Cape Cod, one from Cuttyhunk, MA, several from Rhode Island pound nets, six from between Montauk and Atlantic Beach on Long Island, and three from northern New Jersey. Long Island Sound recoveries were again concentrated in the western sector. Numerous recaptures were made in the New York Harbor region,

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November: The majority of recoveries came from the New York City region. The 69th Street Pier area in Brooklyn alone contributed 15 returns. Other Upper New York Harbor sites that provided numerous recoveries were Robbin's Reef, Liberty and Governor's Islands, and the shores adjacent to the lower East River bridges. Returns were made from Staten Island, Sandy Hook Point and the Tin Can Grounds at the entrance to Lower New York Harbor. No recaptures occurred north of Cape Cod. Seven tags were recovered from pound nets set near Newport, RI. Nine more fish were recaptured in the ocean off Long Island's south shore, but none from its bays. Three tagged striped bass were caught south of Sandy Hook.

December: Virtually all recoveries were from the New York City region, especially the East River and the Upper Harbor. Sites included Brooklyn's 69th Street Pier, East 79th Street in Manhattan, Liberty Island, Newark Bay and the Tin Can Grounds. The three recaptures not made in this area came from well south of Sandy Hook, one from Beach Haven, NJ and two from Virginia Beach, VA.

January-February: Only four recoveries were made during these two months: two in the Upper Bay and two at Northport in the cooling water outflow of the Lilco generating station.

This study reaffirmed the results of previous investigations: the majority of striped bass that leave the Hudson River travel north and east. The small portion that travels south rarely goes beyond central New Jersey. Although most tagged fish that exited the River were recaptured in coastal locations, a substantial number of returns came from tributaries throughout this range. These included small creeks leading to Jamaica Bay, NY; the Housatonic and Connecticut Rivers, CT; the Pawcatuck River, RI; and the Merrimack River, MA. The recaptures from the Bay of Fundy, Nova Scotia and Virginia Beach, VA set new north and south distance-from-river mouth records, respectively, for Hudson River-tagged striped bass. Analysis of distance traveled data showed a strong relationship between distance traveled and fish length for fish that exited the river, with larger fish traveling significantly farther. This contrasts with results of a Hudson River study which found no such relationship. However, the results of that study may have been biased by the use of Dennison tags. These tags may have been shed at a higher rate in larger striped bass, thereby producing mainly local recaptures before their tags were lost.

Results of this program raised questions as to whether the Hudson River striped bass stock has expanded its range, i.e., if fish now migrate farther than they used to. A large tagging study conducted from 1948 to 1952 provided returns that suggested that Hudson River striped bass rarely traveled past about Fairfield, CT and Northport, NY in Long Island Sound, nor past Jones Beach on Long Island's south shore. These limits have been significantly exceeded in the 1970s and 1980s, however, at least some of the difference may be explained by the fact that greater numbers of larger fish were tagged in the later studies. Early researchers were probably unjustified in basing statements about the behavior of an entire stock on the primarily small sized fish that were tagged. However, when movements of the smaller size classes (less than 16 inches) are compared through time, it still appears that they travel farther. We received returns from as far east as Orient Point of fish less than 16 inches, and Byron Young has captured numbers of yearling striped bass from eastern Long Island.

Continued tagging with internal anchor tags revealed a drawback to this design in which the tag dangles from the fish's underside. It appears that cumulative abrasion with the bottom can wear off part or all of the tag's legend, including the tag number. Thus, it cannot be determined where and when the fish was released. However, we are still interested in receiving these tags. If you catch a fish with an unreadable yellow tag inserted in the fish's belly, please return it to the HRF. These tags are still eligible for rewards. We are experimenting with an improved internal anchor tag design. The new design resembles the previous one, except that there is a short length of monofilament between the tag anchor and body to permit the tag to lay nearly flush with the fish's body. Another, interim version of the internal anchor tag used in this program had a clear vinyl tube over the yellow tag body. It is expected that tagging underway this winter should result in an additional 10,000 marked Hudson River striped bass.

Our thanks again to all those fishermen who participated in the program by returning tags. In 1988, fishermen can look forward to the opportunity to recapture striped bass from some 40,000 or so marked in this program since 1984. These fish may display any one of the three versions of the internal anchor tag employed. When you catch a striped bass with an HRF tag, regardless of which tag style it sports and whether you intend to keep the fish or not, please cut off the tag and record all pertinent information including date, location, total length of fish and condition of tag insertion sites. Then immediately send in the tag to the address on its legend.

If you have any questions regarding the program or wish to receive the 1987 final report, please contact Dr. John Waldman, Striped Bass Tag Recovery Program Director, Hudson River Foundation, Suite 1901, 122 East 42nd Street, New York, ny 10168.

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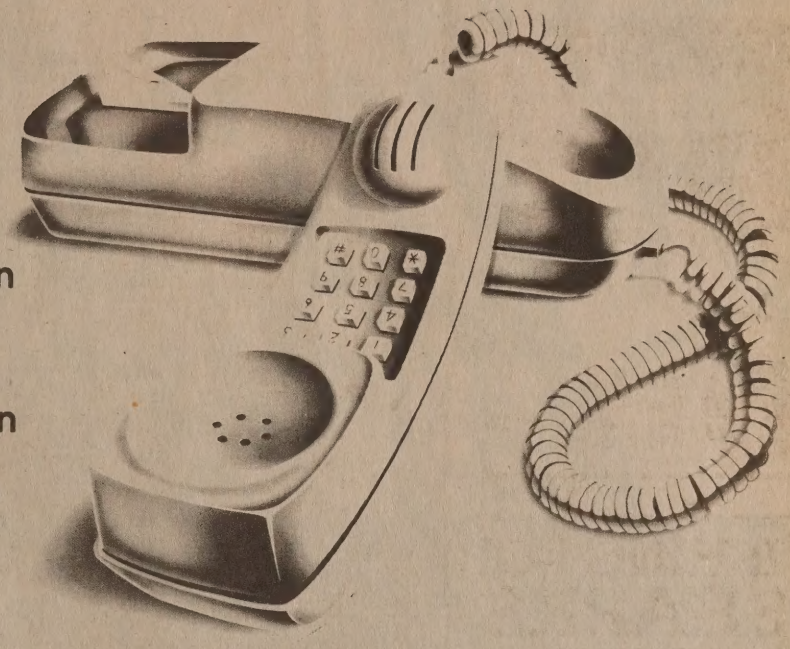

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Long Island Fisherman
P.O. Box 1994, Bridge St.,
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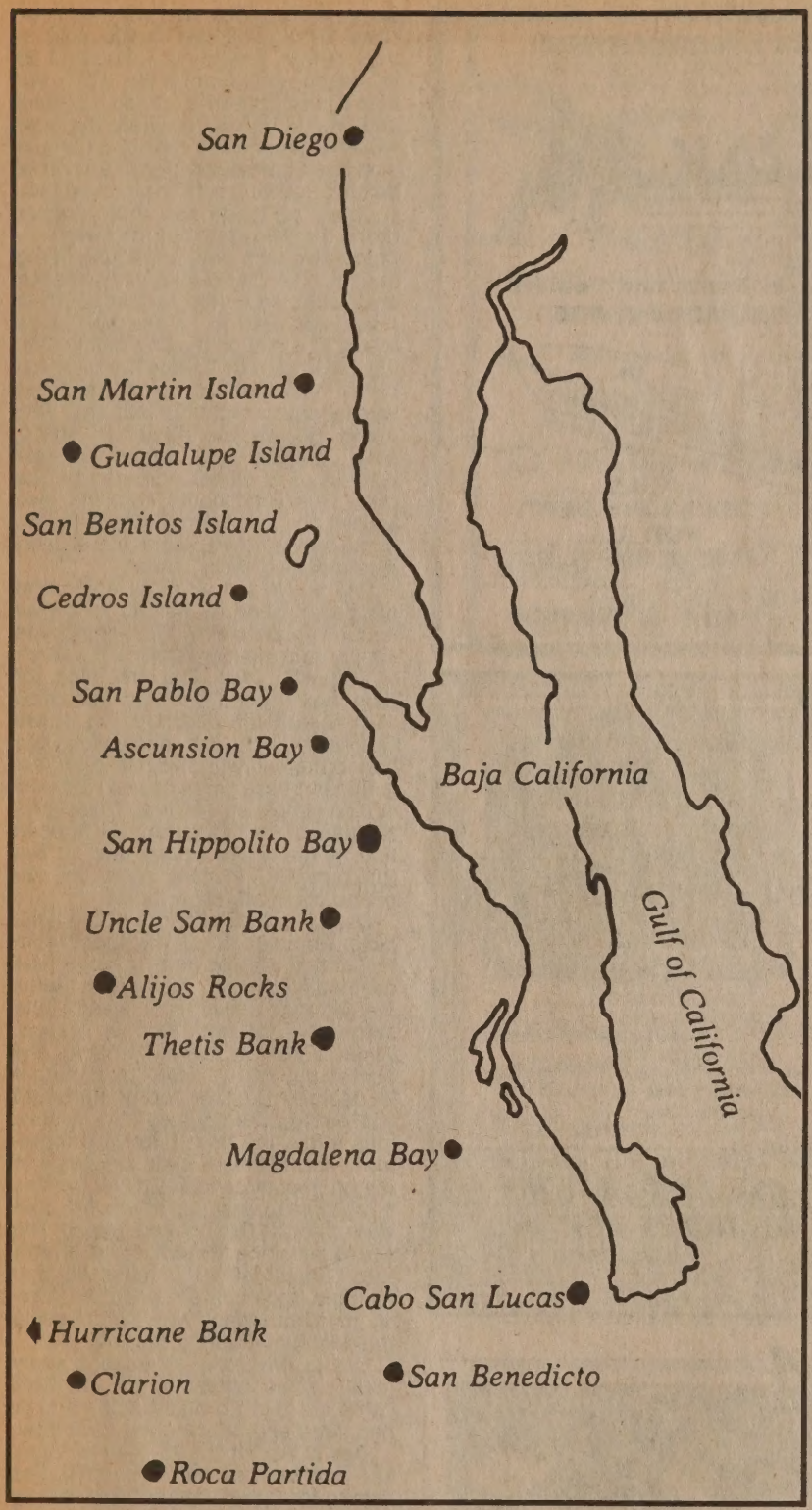
Long Range Log

By Gary Caputi



The waiting was over. The weeks of preparation a thing of the past. All the gear was on board as the boat fired up her three huge V12 diesels for the 1500 mile voyage from San Diego to the fishing grounds off the Baja and back. The quarry includes yellowfin tuna, wahoo, yellowtails, marlin, grouper and pargo and the boat was literally stocked with tackle in every conceivable nook. More than 500 outfits from light sticks for catching mackerel for bait to 80 pound class gear was aboard.

As we cruise through San Diego harbor past large Naval ships coming in from maneuvers, we stopped at a complex of floating bait tanks called the "Receivers" to stock the huge live bait tanks of the "Royal Polaris" with anchovies. These will be used extensively throughout the trip. An hour later and we pulled away from port for the last time. During the next 11 days we would remain out at sea.

Dinner was served at 5PM. A light meal this first night and then a short meeting as Captain Frank LoPresti welcomed us aboard and promised everything would be done to make our trip enjoyable and comfortable. He ran through the features of this amazing boat and familiarized us with her safety features and extensive complement of electronics. This is not your average party boat, but a self-sufficient vessel capable of carrying 32 passengers and a crew of 8 offshore for up to 16 days without stopping for fuel, water or provisions.

After pairing up with roommates, we settled in and tried to get some sleep. With the anticipation of what was to come, we didn't get much!

Day 2: This is a travel day. It would be spent heading southward into Mexican waters and it began with a late call for breakfast, 7AM. Don't get used to sleeping late, though.

After breakfast, everyone hit the decks and began organizing and preparing tackle. Most anglers had from 5 to 10 complete outfits and many had to be rigged and filled with new line. Bring along 1 and 5 pound bulk spools of every pound test you plan on using because it's going to get beat up fast! The rigging goes on all day long with many of the regulars bringing tackle chests the size of dock boxes.

Another short meeting with Frank. He goes through the types of fishing and fish we will be encountering and shows us the proper ways to set up the outfits and tie rigs for each. Then he lays out his plans for the upcoming days. Early evening finds us south of Cedros Island jigging for mackerel, "making bait" in Long Range terminology. We caught greenback and Spanish mackerel on multihook rigs and watched the sun set with the anticipation still growing. Dinner, a movie in the lounge and to bed.

Day 3: The boat ran all night and morning found us in San Pablo Bay, located about midway down the Baja. As the sun rose over the deserts of the Baja, we began catching yellowtail at a brisk pace until 10AM. Yellowtail are common in this area of the Pacific and can grow to be 50 lbs. Most are from 10 to 20 lbs. and they are strong fish that put up a bulldog fight reminiscent of a pollock or striper. They are caught on live mackerel or by jigging with painted Sea Strike or Salas jigs. They are fished exactly the same as we diamond jig bluefish. Drop the jig and reel like hell. When a 20 lb. yellowtail slams the jig, you know he's there, believe me.

The fishing slowed after about 60 "tails" were caught, so we moved. Whenever a move was made the boat trolled offshore lures. Trolling teams were made up of five anglers who were allowed to fish a predetermined period of time. Lures are trolled close to the boat and at 10 to 12 knots. Fast, but effective. The first fish was hooked by the only lady angler on board,

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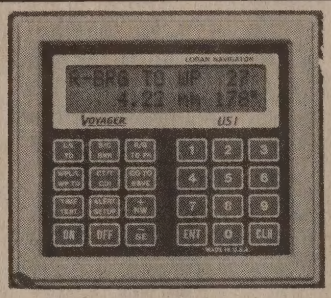

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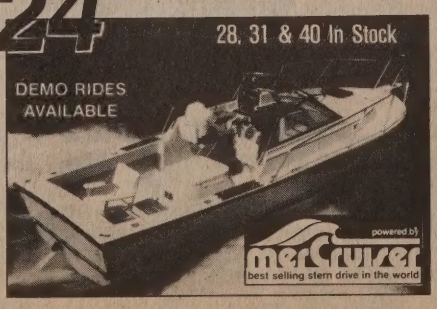

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Jane Griffith., She was with her husband David and had made several trips before. She hung a beautiful 80 lb. wahoo and fought it like a pro. We also trolled up some dorado (dolphin) and when one was hooked, the boat would slow and the rest of us would cast live anchovies or jigs to any other dolphin traveling with the hooked fish.

Later, we made two more anchor drops for yellowtail, but they were unproductive with only a few fish being caught. The mackerel supply needed bolstering, so a stop further south in Ascunsion Bay to "make bait" was made. The rule on making bait is simple. If you plan on fishing live bait, you better help catch it no matter what time of day or night the bait stop was made. So we ate dinner in shifts, some making bait while the rest feasted on a dinner prepared by the cook Gus, who could hold his own among any gathering of chefs. Fresh, home baked bread, salad and dessert accompanied every dinner.

Day 4: We ran all night again and the dawn found us fishing yellowtail in San Hippolito Bay. The fishing was a pick, so a move was made in search of yellowfin tuna. The first stop for tuna was a good one and schoolies from 10 to 20 lbs. began hitting. As we chummed with live anchovies and baited the fish with live mackerel, the action increased in pace and we had 5 or 6 on almost all the time. These little brothers of the bigger tuna we hope to find at the Alijos Rocks later in the trip provide excellent sport on 20 pound class stand-up tackle.

Over 100 tuna and lots of big skipjacks were caught on the spot before the action slowed and a move was deemed necessary. The trolling teams readied their tackle and it wasn't long before we hooked another wahoo. When a fish is hooked trolling, the boat is put into a "slide" by turning it 90 degrees to either port or starboard and putting the engines into reverse. This stops the boat's forward movement and makes it slide sideways to the original direction of travel making it possible to cast jigs to any fish that were with the fish hooked trolling. The whole rail along the side of the boat is then fishable after this maneuver and multiple hook-ups are common. Marlin, tuna and wahoo wrre caught using this technique during the trip.

Dinner (the food is fantastic every meal), some notes on the portable computer that I brought along and to bed, tired and anticipating tomorrow.

Day 5: We hit the 13 Fathom Bank and anchored up before sunrise. The fishing for "tails" started slow, but by 7:30 the bite was in full swing and it kept up all morning. The fish are in 100 feet of water and when they hit a jig they almost take the rod out of your hands. When they nail a live mackerel you feel the rod tip being pulled down hard and you have to set the hook by reeling in any slack, hitting the fish several times. They have tough mouths and you are setting the hook through a mackerel's back. We used 30 pound test line on 5½ foot

stand-up rods to take some of the work out of playing them up from the bottom. Tackle like the Shimano TLD 20 and matching rod rated for 20 to 50 pound test like I was using proved ideal. These are sleek fish and they fight hard.

In my opinion, the fishing was good with 174 tails caught by day's end along with some tan and broomtail grouper mixed in. We also had a few dolphin spice up the day with a couple over 25 lbs. and the first striped marlin of the trip, caught by Lew Evans. It went about 100 lbs. and put up a fantastic jumping battle. Quite a catch on 20 pound test from a stationary boat.

The day drew to a close with us making bait for tomorrow and this time it was long, hard work. The mackerel were uncooperative and it was many hours before we had filled the "slammer," the huge below-deck bait tank that holds over 700 of them. Then we started the run to the Alijos Rocks, about 200 miles due west offshore of the Baja. It would be 16 hours of rough water.

Day 6: The skipper let us sleep late since ETA for the "Rocks" wasn't until 2PM that afternoon. The trip had been a rock and roll affair all night riding in the trough of big Pacific rollers. If you didn't hold on to your bunk you could end up on the floor as the boat rolled. Most stayed in bed until noon.

Just before 2, the Alijos Rocks appeared in the distance. The sight of the three spires rising out of the sea 200 miles away from the nearest land was awe inspiring and foreboding at the same time. Rising over 200 feet above the water's surface, these three huge lava columns formed by a long dead volcano stand impervious to the waves. Below them, a mountain reaches up from 2000 feet of water acting as a waypoint for migratory bait and game fish. The sight is worth the trip in itself! I have never seen anything like it.

We hoped to find big wahoo and tuna here and if there was ever a place where large game fish would congregate, this must be it. We set up the trolling teams and started hooking wahoo almost immediately. Multiple hook-ups with as many as five "hoo's" on at once. Some on jigs and some on trolled lures and they ran from 30 to 60 lbs. One 60 lb. tuna was also caught on the troll, but Frank was apprehensive about the scarcity of life he was marking on the scanning sonar.

I had dinner and took in a movie while some of the guys were out on the stern night fishing for calibra, grouper, sea bass and big yellowtails, but with little success. Most of the hook-ups are big blue sharks. I went to bed to rest up from the long ride and to be ready for tomorrow.

Next week, we'll complete the 'Long Range Log" for the last five days of this amazing fishing trip. Don't miss it because the action gets even better!

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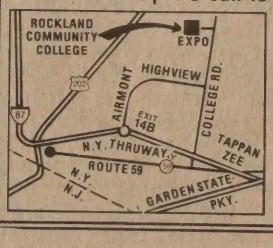

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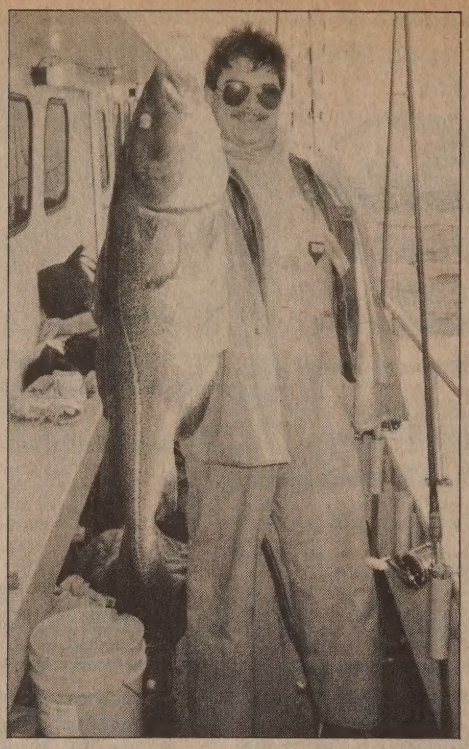

Codfishi
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By Capt. T

Winter codfishing is once again becoming a viable fishery off our coast.

The phrase "codfishing isn't what it used to be," is as true a statement as you'll probably ever hear. The fact of the matter is, it's better than it used to be! Since legislature opted to pass the 200 mile limit and set up more stringent restrictions concerning the use of various nets to take cod, recreational fishing for this winter staple has taken a marked turn for the better. Catches have increased along with the number of anglers willing to put up with the cold season that goes along with the game. Reports that ranged from only a handful of fish taken on a given day have escalated to the point where now the average fisherman can go home with a cod "dinner" without too much pain or strain. The reborn cod fishery has, in turn, helped many party and charter boats to recover economic losses that would be attributed to an otherwise "dead" winter season. Daily sailing schedules have been reinstated by boats out of Freeport, Captree, Brielle and to a lesser degree, Point Pleasant and Sheepshead Bay. This resurgence has once again added a new dimension to a fishing scene once dominated by whiting and ling in years past.

With this information in hand, let's get down to some codfishing basics. First off, let's talk about the importance of proper dress. After all, this is February, traditionally the coldest month of the year. Success, or importantly, the **concentration** of the angler will be directly affected by his comfort. Many articles have been written regarding angler comfort over the years, so I'll just touch on the subject to refresh some memories.

Dressing in layers of light clothing will help to keep you warm by creating vapor barriers of body heated air. Several long sleeve tee shirts, a wool sweater, down vest, hat and water resistant winter coat should all help to keep shivers under control. Foul weather gear, that is, rubberized pants, uppers and boots are also essential and round out the attire of the "best dressed" codfisherman. You may also want to consider wearing insulated gloves to keep those all important "fishing extremities" warm; however, I never use them. I'd rather sacrifice acclimating my bare fingers to the cold than sacrifice the "feel" that I require to be successful. Diehards will do most anything to excel at what they do, and I don't think 5 or 6 codfishing outings a year will speed up any ill effects on my digits—when I can put them in my pockets or retreat to a heated cabin.

Tackle selection is our next chore. It has been proven in both physics and in tackle industry that a shorter rod, let's say one 6 feet long for argument's sake, will provide much more leverage to pull a big fish up from the depths (provided you hook one!) than a comparable, let's say 8 foot rod. This is, of course, true. The center of gravity is shifted closer to he body of the angler using the stouter rod, thus creating a much stronger lever to winch up the fish. If, for example, during the warmer months, you were to come across me fishing offshore for shark from my own boat, you would no doubt see 5 foot Sabre rods locked down in their holders. However, winter codfishing will, for the most part, take place from the deck of a party boat, and party boat fishing is a whole different story. Aboard these platforms there will be a

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much greater competition for baits from the fish below and in my opinion, it is this fact that "changes" the laws of physics and word of state-of-the-art tackle representatives. Okay. An experienced party boat captain can only hit on so many wrecks or cover so much ground during the course of the day. In areas such as the New York Bight, a skipper may only have 5 or 6 viable spots he can fish in the allotted time, so getting the codfish's attention becomes our primary objective. Having a longer rod can help swing the odds of connecting with a fish to our advantage. You see, a bait can be cast away from the "competition" much easier with a 9 foot rod than with the 6 foot version, therefore giving the angler a chance to intercept a codfish before he has a chance to pick out a bait sent down by 20 other fishermen lining the rail. It no longer is a question of leverage, but of who gets his bait taken first. The rod must, of course, have enough backbone to horse in a cod-cow, and will also ensure a better fight.

Next, reels. Reel selection is a matter of choice. Most anglers prefer models in or around the 3/0 category and many add oversized handles to help winch up Bertha the cod. Up until a few years ago I relied heavily upon my trusty old Penn 113 as the necessary tool to take home "fish-cakes." Then came the advent of graphite composite models. Graphite doesn't telegraph cold to the hands nearly as much as the older models with chrome plating did. I now use a Shimano Triton GT 200 and put my "old faithful" away for other missions. Whatever reel style you choose, make sure it has a large spool capacity that will hold several hundred feet of 40 lb. test monofilament.

Most codfishing in the Bight will take place in water depths that range from 90 to 120 feet. It is, therefore, necessary to use sinkers heavy enough to hold bottom, sometimes in a bouncy sea. Bring along a variety of weights from 8 to 14 ounces to be sure your rig stays on the bottom. Codfish tend to shy away from a "floating" rig.

Hooks, ah hooks. Without them we might as well play golf! Codfish have enormous mouths that can virtually inhale a hook meant for a mako. However, selecting the right one is not so difficult. Most of our cod will weigh between 5 and 15 pounds, with a sprinkling of 30s and 40s mixed in. (By the way, it is the chance of landing one of these that makes every codfisherman rationalize waking up at 3AM in February to go fishing.) Veterans will most often use Sproat style hooks in sizes 5/0 to 9/0. I would suggest bringing along several of each and once aboard to ask the mate which hook, if any, has been the hottest producer. Leader length should be another consideration. I have had my best days codfishing using a mere 6 inch snell. If your hooks are store bought, this means cutting back on the leader and securing a new end loop. A short leader will stay at more of a perpendicular angle to the standing line, which helps to keep it from twisting. One more thing on hooks. Make sure the hooks you are using are sharp. There are too many stories about the one that got away because an unthinking angler tried setting a dull hook into a fish's jaw. Hone down your hooks on a grinding wheel the night before a trip, or at least, bring along a bastard file to touch up the point while onboard.

The most commonly used bait for codfish in our area is the surf clam. These are shucked and prepared by the mates either the night before, or during the ride out to the fishing grounds. A clam should be threaded carefully onto the hook and pushed up the shank to conceal it. There is no need to push a half dozen pieces of clam flesh on a hook in hopes of catching a large fish. I've seen this done too many times—without results.

Finally, where you are fishing (wreck or open bottom) will indicate where to drop your bait when the whistle sounds. Your position at the rail will have some significance, but more importantly, knowing what type of bottom structure you are on will tell you how to respond. Before each drop, I'll make sure to ask the mate which bottom we are on. If the first drop is on a wreck, I'll drop my bait and leave it there. Codfish concentrated on a wreck will tend to hit a bait that is "close to home" and the action will normally slow down after the first 30 minutes. After this time look around: are fish still being picked here and there? Or, is everyone else wasting their time on a piece that has been "fished out" for that particular tide? In this instance, it is time to launch your bait away from the competition in hopes that it will be seen by a crusing cod before anyone else's. The same holds true when fishing open bottom. The first 'crack' at a cod may help you to roll sevens, while the rest come up snake-eyes.

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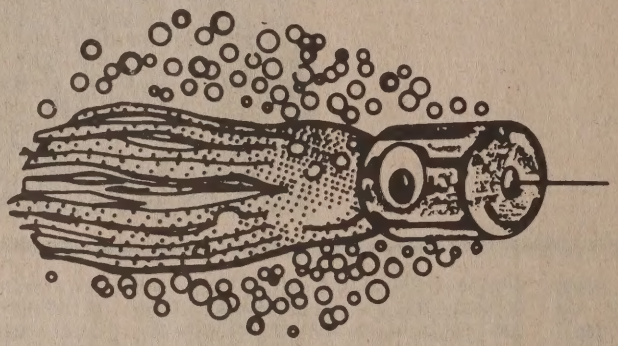

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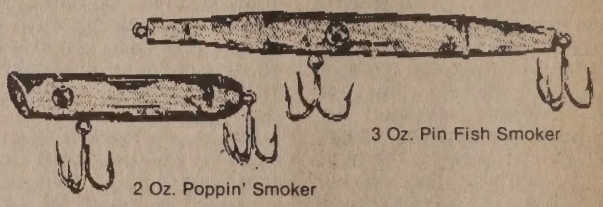

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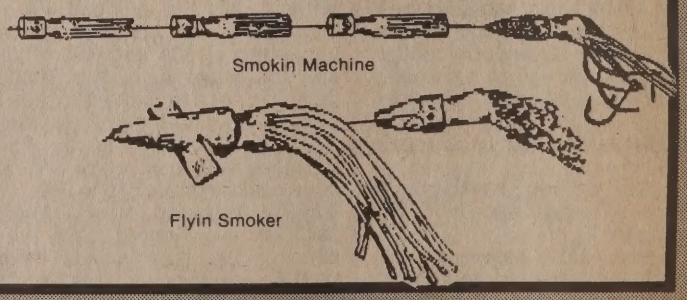

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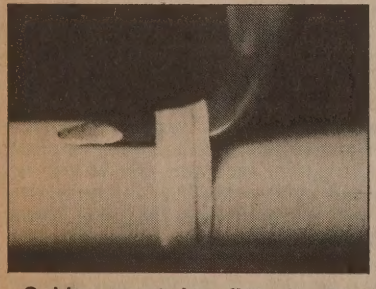
Rod Builders Workshop

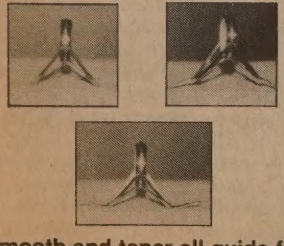
Part 1 Guides

By Ted Bingham

Tip guides are especially susceptible to grooving.



Guides must lay flat on the blank for proper installation.



Smooth and taper all guide feet before they are wrapped.

Fishing rods are among the most prized pieces of equipment an angler possesses, yet they are also the least cared for. Even anglers who pride themselves on the meticulous treatment and attention they give their tackle often neglect this part of their arsenal. Since there are little, if any moving parts associated with a rod, many simply stow them away until the next trip without even a quick rinse. However, this aesthetic tool is a precision made instrument that does require a modicum of care and attention if it is to perform to its optimum.

Although a fishing rod doesn't require the same standard of maintenance involved in reel care, there are important factors which contribute to its ability to perform. Along with being comfortable for the angler, every rod must provide a stable platform for the reel and, at the same time, reduce line friction as much as possible. Failure of any of these traits can produce: angler fatigue, extended fighting times and excessive line wear or breakage. Therefore, every rod owner should, at periodic intervals, inspect their weapon for loose or cracked guides, grips and reel seats along with searching for a multitude of other failures that can occur. Normally, a quick visual inspection during the season will suffice but prior to off season storage a thorough examination should be undertaken. Thankfully, due to the quality of today's construction practices and materials, few problems arise. When a fault is incurred, understanding the contributing factors is essential to making proper and lasting repairs.

Without a doubt, guides are the most abused components of a rod. As such, it is this area which will demand the most repairs. Arch enemies of guides abound, but they can be grouped into a few major categories that include improper preparation and wrapping, friction, improper use and the self-explanatory accidental breakage.

Preparation: Many future problems can be limtied if a few simple tasks are understood and adhered to. Overlooking or skimping on these procedures will invariably come back to haunt you at a later date if the interaction between rod and guide is not comprehended.

Guides are made of metal and therefore, tend to resist bending. When forced to bend on a rod the area of the blank under the guide compresses somewhat into an oval shape creating greater contact with the sides of the guide feet. Coinciding with this, the end of the feet try to remain straight, thus causing greater pressure on the wrappings. This last action can be better understood by an in-home demonstration. Simply secure a guide on any blank with a rubber band and then bend the rod: the ends of the guide feet will lift off the blank. This is the same resistance the wrapping thread feels when the blank takes on a curve. In time, this strain can cause the wrapping threads to be cut, the finish to crack, or in extreme cases, damage to the blank itself. The latter is the reason an underwrap of thread is often used as a buffer between rod and guide. To alleviate, or at least reduce some of the problem, all guide feet should be as smooth as possible. The steps involved are lengthy in description but only require a few minutes of actual time. First of all, the guide feet should lay flush to the blank and be straight so they distribute pressure evenly. If they are wrapped in a concave or convex shape it will produce strain on the threads even before the blank is bent. Next, just like hooks, guides need to be honed. File or grind all areas of the guide feet to a smooth glass-like finish and tape the tip of the guide foot. Not only will this allow the wrapping thread to gradually advance up the foot, but it will also reduce the friction that often leads to cut threads or cracking of the finish. When tapering the guide foot remove only what is needed to allow a smooth tapered finish and avoid using high powered grinders since they are too fast acting.

When wrapping the guide on the blank the thread should be under tension but not stretched to the point of breaking. The reasons for this are twofold. Rarely are guides wrapped exactly in position and this lack of extreme tension will allow for a final alignment. Most important, however, is the fact that this affords a miniscule amount of movement between guide and the blank when it's in action. Allowing the thread to have some remaining stretch left in it will reduce the effects of the friction created and thereby reduce the chances of a cut thread or cracked finish. The final step is to use a few thin layers of wrapping finish rather than thick globs. Here again, even the finish creates resistance and although it's made to flex, too much of a build-up will cause it to crack.

Friction is a demon all guides live with. Aside from that which occurs under the wrappings, each guide must have the ability to withstand line friction by dissipating heat. An example we have all experienced but not realized is easily produced when line is placed on a reel. String your reels by hand, under some pressure. Without gloves, the intense friction will burn your fingers. This same friction is applied to the guides every time a fish pulls drag. As a result, guides can groove or, on older guides, simply heat up enough to eventually weaken the line to such an extent that it will

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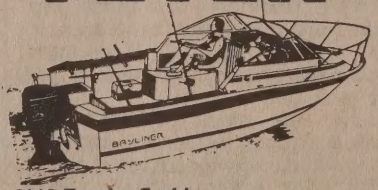

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become brittle and break. It might not happen in a single outing but an irreversible process of line damage will have begun. Guide selection and maintenance is therefore crucial.

If defects arise because a rod is constantly used out of its class, the repairs must be made with its new function in mind. Guides on a standard bay rod that has been pressed into wire line service will last only a few outings at most as these standard guides cannot tolerate the extreme abrasion without grooving. Future use of these guides, for mono or wire alike, will surely reduce the line's life span to nil. Replacement with another set of original guides will also be fruitless. Instead, they must be traded for carboloy or other hardened guides made to withstand the abuse of wire line. Likewise, should a conventional rod be used with a spinning reel, the smaller and lower conventional guides will increase friction and limit your casting distance.

There are many inexpensive ceramic insert guides around that will easily chip or crack. These are commonly found on mass produced light caliber rods and, since they are particularly vulnerable, require more attention than most. A simple end of season test, running a nylon stocking through guides, will quickly uncover any line killing burrs or chips in these or any guides.

Roller guides are unique in that they have moving parts. Inside the frame of these guides is a roller mounted on a bearing. According to tests by Aftco, theirs are said to be superior in reducing line friction even if the rollers don't work. For optimum performance, though, check the rollers periodically to ensure that they are free. If they do freeze they may be disassembled by removing a male/female set screw which will release the roller and bearing. Simply clean and lubricate all the parts and reassemble. During the season a quick shot of WD40 on the rollers after each trip will normally produce carefree service. One caution: when installing these guides be especially careful not to get any wrapping finish on the roller as it will freeze the guide before it's even used.

Guide Replacement: Now that we have an idea of the type guides available, and the functions they perform, we can move on to replacing a guide on a rod.

Using a straight razor, cut along the surface of the blank just enough to slit the finish, being especially cautious not to cut into the blank. The only time a downward cut can be safely made is when the blade will hit the guide foot. Remember, slicing the blank can cause it to break later when placed under stress. Once a few threads can be grasped, use them to unravel the entire wrap. The most difficult part lies at the end of the wrap, where the finish overlaps onto the blank. Here, very gently scrape away the finish without removing any of the blank's gel coat. Work as close to the

end of the finish as possible and avoid damaging other areas of the blank. On older rods the finish might be brittle and peel off; others will require light sanding with fine paper or an abrasive cleanser. Again, sand only as much blank as needed and never use paint solvent since it will destroy the gel coat. When all the thread/finish is removed, clean any excess stains or ridges from the area. Regardless of how gentle your technique may be some dulling of the blank will occur. This can be covered by extending the new underwrap a few extra turns. After this wrap is made, prepare the guide feet, center the guide and align it with the others. Now tape each foot in place leaving the end section of the foot exposed. Begin wrapping toward the guide and when the tape is reached, remove it and continue the wrap until the foot is covered. When both feet are wrapped check the alignment and adjust it as necessary. If moderate thread pressure is used some guide movement will be attainable. Upon completion, apply at least two thin coats of wrapping finish such as Flex Coat.

The most common repair is a broken rod tip or guide. In this case, no major overhaul will normally be required. Simply apply moderate heat to the tip to loosen the ferrule cement, then replace it with a new identical tip. If this fails, or if epoxy cement was used, try applying a series of heat followed by cold. This system of rapid temperature change often breaks down the glue's adhesion. Still lacking a reponse, the tip of the rod will have to be cut off and a slightly larger tip installed. Doing so will usually not affect the action of the rod to any great extent.

If a rod is unsightly only because its finish has chipped there's a good chance that an extra coat will solve the problem without rewrapping the guide. Just lightly sand the affected area with steel wool, wipe it clean of all dust and particles, and apply a new coat of finish. This will fill in any chips and, in most cases, blend in with the old coat leaving it like new.

One distinct problem you'll be faced with from time to time is color matching. Threads tend to fade in sunlight and dye batches don't always remain the same. There's not much that can be done in this case, so be prepared on occasion to rewrap the entire blank if you desire a perfect color match.

There have been a great many strides in development since the day of the agate guides, circa 1920. Different insert materials, such as silicon carbide and aluminum oxide, have all but alleviated grooving and their frame construction virtually prevents the rings from dislodging. If one or two inexpensive ceramic guides need replacing, I would strongly recommend replacing the entire set with these new guides. Considering the limited life span of the old guides, the extra effort now will probably pay for itself in the future.

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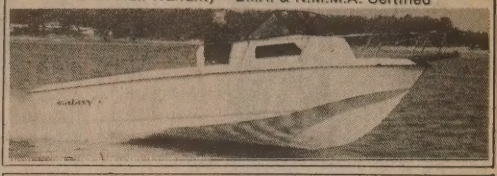

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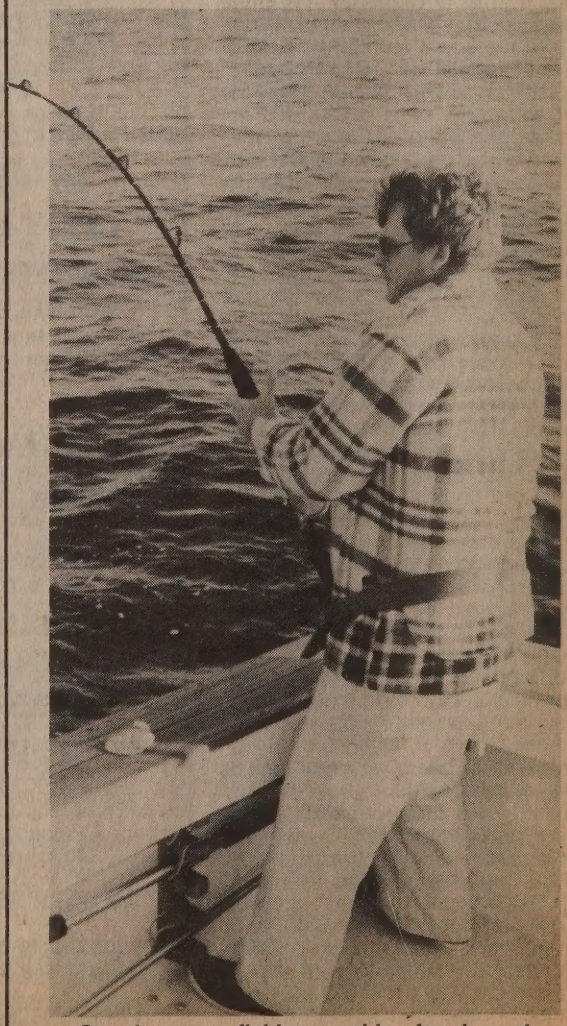
STAND UP AND FIGHT

BY JEFF MERRILL

The rewards of stand-up tuna fishing are worth the effort!



Stand-up tuna fishing provides freedom of movement as the angler fights the fish one-on-one.

By far the most lethal weapon added to the offshore angler's arsenal since the development of the lever drag reel is the stand-up or stroker style rod. These short West Coast style rods, which were developed in California primarily for use on the long range party boats such as the Royal Polaris in San Diego, have been the demise of many wahoo, marlin, sharks, large bottom fish and huge yellowfin tuna, many over 300 pounds, all taken by anglers standing along the rail of these party boats.

Over the past three years, however, these rods have begun to invade the East Coast, especially here in the Northeast from Massachusetts to Delaware, where chunking tuna fish from an anchored boat has become the way of life for tuna fishermen in the canyons and inshore as well.

The use of space age drag materials, bent butt rods, two-speed reels and bucket harnesses matched with fighting chairs, have made it relatively easy for even the smallest of anglers to do battle with large fish with the help of the skipper backing down on the fish. Although this technique is very effective with heavy tackle while fishing from a moving boat, it is simply impractical while at anchor or tied off to a lobster pot along the edges of the continental shelf here in the Northeast. The use of a fight chair is fine while anchored, provided the fish remains off the stern of the boat. However, once it makes a run to the bow of the boat, which tuna so often do, the angler must be prepared to move. Walking around a boat with a 50 or 80 pound conventional outfit strapped to your midsection is an experience, to say the least and a 200 pound bigeye rapidly stripping line from your reel doesn't make this task any easier. Thus the stand-up rod was born.

Now before you think the time has come to scrap your conventional rods and sink hundreds of dollars into stand-up gear, think again. A standard trolling rod when properly fitted to the fight chair gimbal permits the angler to exert much more pressure on a large fish provided the angler is positioned correctly in the bucket harness and the footrest is set for maximum leg thrust. So for at least the foreseeable future, conventional trolling rods most definitely have a place in any offshore fishing boat.

At first glance, a stand-up rod may seem strange looking to the angler. Most are 6 feet and under in overall length with 5' 6" about average. You will also notice the butt section is shorter than a standard trolling rod, only 10 to 12 inches overall. They also have a very long foregrip, a much softer tip and their guides are placed closer together than a conventional rod. All of these features assembled on a lightweight though very strong blank make a stand-up rod an efficient fish fighting tool.

These same advantages that make a stand-up rod so efficient while standing, conversely, make them ineffective for use out of a fight chair. Their shorter butts make it all but impossible to reel comfortably with the rod set in the gimbal and the overall short length and soft tip cause the line to chafe on cover boards, trim tabs, stern drives, etc., causing broken lines and lost fish.

If you are a small boat angler and your boat is not equipped with a fight chair, then by all means stand-up tackle is worth looking into. Center console or walkaround type boats compliment stand-up gear very well.They offer the angler the mobility to walk around the boat unobstructed. Stand-up gear is not only used for tuna, but many anglers have found it to work quite well while shark fishing here in the Northeast. They are lighter in weight compared to conventional gear and most 30 and 50 pound class outfits can be handled easily.

To better understand the principle behind the stand-up rod, let's look at the theory that caused their evolution. A fishing rod, no matter what type, size or style, is nothing more than a simple lever. This rod or lever has three major components. The fulcrum or pivot point is where the rod butt sits in the chair gimbal or rod belt. The power or lifting force is the angler exerting lift on the rod and the weight or load is the fish on the end of the line being reeled.

If this sounds confusing, try this experiment yourself. Take two fishing outfits, one conventional style rod with matching reel and one stand-up or stroker style rod and matching reel. Attach an object such as a weight from a weight lifting set and lift as though you were fighting a fish. You will be amazed at the ease of lifting this same weight with the stand-up rod versus the conventional style rod.

The faster taper of a stand-up rod gives the angler more of a mechanical advantage by allowing him to put more pressure on the fish. With the overall length of the rod being as much as 2 feet shorter than conventional rods, and the longer foregrips combined with the shorter butt sections that place the reel lower on the rod, all help the angler to exert this extra pressure without much effort.

Whether you purchase your stand-up rods off the rack of your favorite tackle shop or you have them custom built, always demand tackle made of high quality components. The rods that we use aboard the Ocean Playmate are built by Dave Arbeitman and Grant Toman of the Reel Seat Tackle Shop in Point Pleasant Beach, N.J., but are readily available from any custom rod shop. They consist of a J. Kennedy Fischer 896 blank which is rated for 20 to 50 pound line and are available in black or white blanks. We matched these with Penn 30 International reels and 30 pound monofilament for a light but strong stand-up outfit. We have taken tuna up to 150 pounds on these outfits without much difficulty. Fischer also produces a #866 blank for lighter lines in the 15 to 40 pound class and a #916 blank for 30 to 80 pound line. Both of these are available in black or white.

I recommend Aftco roller guides, since they are more friction free than a conventional ring guide, allowing line to roll over the guides with less wear. The roller guides also tend to flex and give more with the bend of the rod, while ring guide feet are stiff and rigid. All guides should be double wrapped at least, with triple wrapping preferred, to withstand the bend and flex that the rod must endure during the battle. A few coats of high gloss epoxy adds a rich looking and very strong finish. Foregrips on most custom or production rods are constructed of cushion foam or cork and recently the Shimano Tackle Co., of Irvine, California introduced their line of BeastMaster rods with a hypalon foregrip. Overall length of the foregrip can vary from 12 to 18 inches, depending on the manufacturer's and angler's preference.

Penn Fishing Tackle Co. of Philadelphia, PA, recently broke into the rod business producing top quality rods to match their already outstanding lineup of reels. From their top-of-the-line International II rods, which are available in 50 to 100 pound line classes and 5½ to 6 foot lengths, to the Penn Tuna Sticks which cover a wide range of line classes from 30 to 130 pound, also available in 5½ to 6 foot lengths. These rods are all constructed of top quality components and are available with a variety of roller or ring guides, standard reel seat, or Unibutts and the tuna sticks also offer a bent butt option.

Sabre Rods of Carson, California, is probably best known in the world of stand-up fishing. They were the innovators of the stand-up rod and have probably spent more research time and dollars than anyone. They offer a wide range of stand-up rods in line class from 40 to 130 pound and in 5½ and 6 foot lengths to meet each and every angler's individual preference.

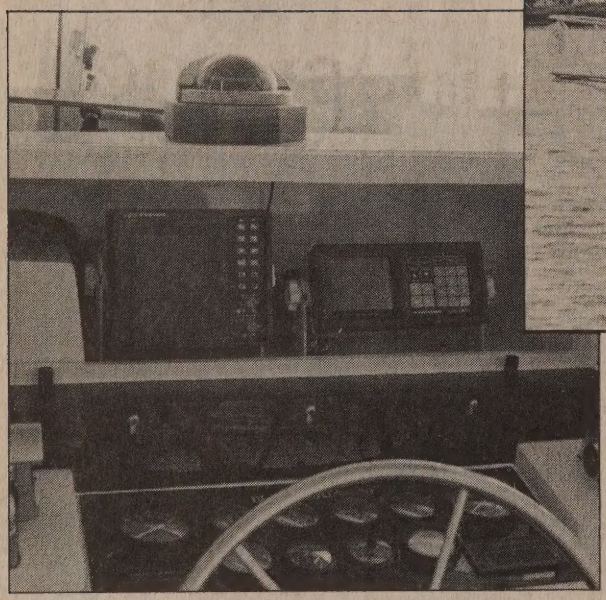
Shimano Tackle Co. of Irvine, California, also offers a wide range of stand-up tackle for the blue water angler. Their new line or BeastMaster rods are available in 5½ and 6 foot lengths. These rods cover a wide range of line classes from 30 to 130 pound test. Available in both graphite composite and Shimano's own Aero-Glass construction, all BeastMaster rods feature a Hypalon FightinGrip, Shimano's own exclusive foregrip. Aftco roller guides and Fuji ring guides plus Hardloy inserts are both available.

The spring boat and sport show season is a perfect time to visit your favorite tackle manufacturer and get a feel of these rods firsthand and also ask questions of the factory reps. Stand-up tackle will surely be around for a long time. Invest some time before you invest your money and compare the manufacturers' products to determine which works best for your type of fishing. Once you experience fishing with these rods you won't believe how easy it is to stand up and fight.

The Ideal Boat

By Pete Barrett

Stylis' 30 foot Black Watch "Heliarc" sports custom work that makes her an eye-catcher.



Huge electronics box at helm holds part of Greg's electronics; there's room for more; overhead radio box holds the rest.

Captain Greg Venturo wanted a boat that would turn heads when he pulled up to the fuel dock, but the boat still had to be practical for a wide variety of fishing opportunities. The boat should provide fast strike capabilities for inshore and offshore fishing without sacrificing vital fuel economy. It should have generous amounts of fishing space, seating and storage room for up to 6 fishermen to stow their gear and tackle, and it should sleep at least 4 adults in comfort.

Greg believes he's found all of these features in his customized 30 foot Black Watch, a boat that has been in service now for one full season and has tasted victory with everything from bluefish to blackfish, fluke to yellowfin and bigeye tuna.

It sure does turn heads! Prepared by the Black Watch factory in a Palm Beach color scheme, the entire hull, top sides, deck and bulkheads are finished in a light, pale blue. Teak covering boards, gold leaf boat lettering and custom aluminum work all complement the sleek lines of the boat.

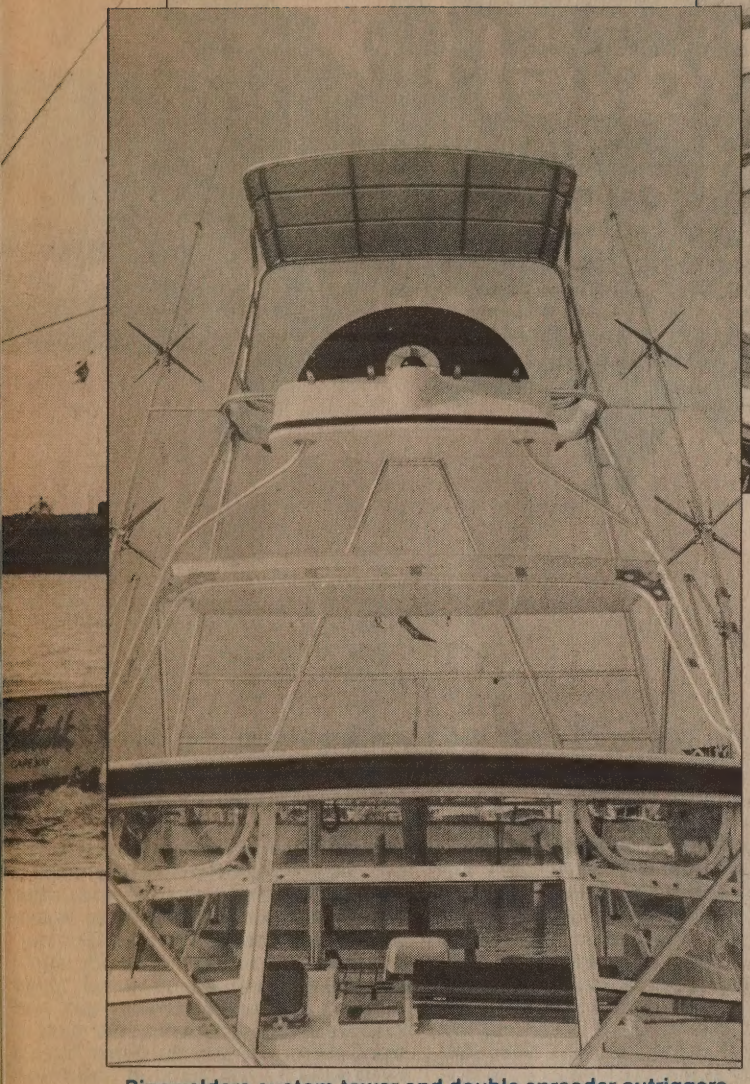
Greg gave Edison Irvin at Pipewelders carte blanche on the tower and the results are spectacular. Topped with a racked back sunshade, molded upper control box, rod holders and beautiful molded fiberglass hardtop, the tower is a work of art.

Pipewelders double spreader outriggers are racked to match the lines of the tower and add to stylish look of the boat. The custom aluminum work is continued on the bow rail with a shorter design than is usually found on a northeast boat. The look is very much like a Rybovich or Meritt. The pulpit is also all aluminum and provides excellent footing when dropping the anchor for tuna chunking, chumming for blues or wreck fishing. The name, "Heliarc," commemorates the beautiful work Pipewelders did on the boat.

She's fast. Powered by twin Volvo TAMD41 diesels, the boat will cruise all day in the 25 to 28 knot range depending on the seas. Top end is better than 30 knots. The fast cruise speeds give Greg an edge when shark fishing, especially in a tournament when getting there "firstest with the mostest" is a prime concern to get in a good position before the other boats even arrive.

The "Heliarc" can also beat the weather on a run back from the canyon or simply blast out to the inshore

Huge cockpit is ideal for sharking, fluking, bluefishing, tuna trolling, chunking and wreck fishing.



"Heliarc" is fast and roomy for quick runs to the edge of canyons.

Pipewelders custom tower and double spreader outriggers add to the rakish lines and provide excellent trolling visibility.

grounds to diamond jig blues, wreck fish for blackfish or run the beaches for fluke. Greg frequently fishes a few hours in the morning before opening the office at Northeast Sport Fishing, so the fast speed often means the difference between fishing and not fishing.

The Volvos are miserly, burning 14 to 16 gallons per hour at cruise. With the optional 300 gallons of fuel, the boat is very canyon capable, even for an overnight or a two day trip. Typical fuel consumption for a long range trip that combines trolling with cruise speed running will be around 8 to 9 gallons per hour. Allowing a 10 percent safety marin in fuel, that allows at least 30 hours of running time!

Greg liked the idea of a deep vee hull. After all, there's no sense having speed capabilities if the hull can't produce a comfortable ride. The 47 degree forward entry that tapers to the 18 degree deadrise at the transom is just the right mix, according to Greg, to give him the soft ride needed at those mid 20 knot cruise speeds.

Cockpit space for a 30 footer is enormous and 4 to 5 anglers can fish side by side while fluking, diamond jigging or chunking tuna. There's room for 2 anglers to cast to blues. While trolling or shark fishing there's room for up to 6 fishermen to sit on helm seats, and the cushioned engine boxes.

A Rockaway fight chair adds fish fighting power to the cockpit needed for big fish. Fish boxes are molded into the cockpit sole and are large enough for all inshore fish and for small to medium size tuna. Greg does a lot of spring fishing for cod and pollock at offshore wrecks, so the fish box size was of prime importance.

No cabin on a 30 footer can be called huge, but Greg ordered his boat with the standard vee berths and the optional hanging quarter berths so there is sleeping for four. The cabin also provides lockable storage for lots of tackle from spinning rods to larger Internationals.

Greg is planning more electronics for the coming season. Right now the "Heliarc" features a Furuno LC90 Loran, a Furuno FVR661 color scope, Dytek sea water temperature gauge, Icom 55 VHF and Epirb for safety.

With every option offered by Black Watch matched with the customized tower and aluminum work of Pipewelders, Greg feels he's built a boat that many fishermen would call "The Ideal Boat."

Travel Log

By Tom Goodspeed

Launching a typical "tin boat" in the Cape Cod surf.

I made my first 400 mile trip to the beaches of Cape Cod over a weekend, leaving Philadelphia on a Friday after work and returning in time to shave and beat the boss in to the office early Monday morning. My buddy and I caught both striped bass and blues on lures in the surf at Race Point and discovered the wonders of the sand in front of North Truro. We didn't have a 4WD vehicle, and hiked in and hiked out.

On my next trip, I carried a 12 foot aluminum cartopper on the roof of my old Chevy station wagon. We parked at the end of the road at Pilgrim Heights and dragged the boat, motor and gas tank over the dunes to launch in the surf up above the Highlands. This let us move our action out to the top of the bar that lay close to 300 yards offshore and we had a ball, tossing Atom plugs to breaking bass and bluefish.

On my third trip, I owned my first four wheel drive and cartopped my boat to the water's edge. It was on this trip that we learned how to run a mile or two offshore and jig for Boston mackerel. We'd catch four or five, keep them alive in a styrofoam cooler and race back to the slough where we'd liveline the macks for giant stripers and 15 pound-plus bluefish.

It was also on this first trip with my

Cape Cod

own 4WD that I hung her in those soft, granular Cape Cod sands. She was sitting firmly on both axles—and nobody had warned me about shovels, boards, tow rope, or even tire gauges. My one major recollection is that the more I pumped the jack handle, the deeper that jack sunk in the sand. I might add that of all the beach running I've done in the years since, the Cape Cod sands still cause me to drop my tire pressures to the lowest I've ever used on the beach.

But things have changed at Cape Cod. While the Boston mackerel and the giant bluefish are as healthy as ever, the stripers do have a problem, and there are new limits on where you can run a 4WD vehicle that seem to be constantly changing.

Before visiting Cape Cod, write to the Superintendent, Cape Cod National Seashore, South Wellfleet, MA 02663; (617) 349-3785, and ask for complete details on the current rules for off-road, oversand vehicular travel. They will also give you the current minimum sizes and quantity limits for keeping striped bass caught on the Cape. These are constantly changing, too, as the '82 year class from the Chesapeake Bay grow and are protected. So be sure to check before you keep a bass nowadays. Personally, I haven't killed a bass in 7 or 8 years. Yes, I've caught them, but I've released all of them, returning them to the spawning pool.

The first time I took my wife to Cape Cod, I didn't know where to stay. So I phoned Frank Woolner at the old Salt Water Sportsman magazine (I had sold him some channel bass stories) and he told me to look up a one-eyed Portuguese fisherman who owned a motel outside of Provincetown. His name was Matt Costa and his motel was The Meadows. Since then, we have stayed at The Meadows many, many times. We consider Matt a dear, old friend and I'd recommend The Meadows to anyone. The Meadows is located on the Bradford Steet Extension, in Provincetown, MA 02657, and their phone is (617) 487-0880. They are about the closest motel to Race Point—and that alone justifies the recommendation.

The season at the Cape begins in June as the migratory blues and stripers follow the Boston mackerel into the northern waters. By July 4th, the fishery is in place—and so are the summer visitors. But come Labor Day, the crowds do thin—and then begins the best of the surf fishing at Cape Cod.

The months of September and October and even November on the Cape just can't be beat. The fish are beginning to feed voraciously, storing up the energy needed for the long southerly migratory trips to come. The days are sunny and cool, the waters are clear and cold.

But it is the quiet dusk of evening, the still, black hours of night, and the beauty of a fall sunrise on the Cape that sees the best of the fishing. You learn to nap when the sun is high and to fish by the light of a full harvest moon.

Concentrate your casting from the beach out at the lighthouses, Long Point and Wood End. Another great spot for tossing an Atom popper is the Race Point Lighthouse—and all the way down to the old Coast Guard Station is good.

The Peaked Hill Bar above Pilgrim Lake is good, as is the Head of The Meadows beach below the lake. The Coast Guard beach at Nauset and the lower end of Nauset Beach, down towards Monomy Island, are excellent and offer great casting water, with Atoms and Hopkins dominating. But try those beaches with the deep drop-offs and the wild rips that lie out towards Race Point and Long Point first. These are the greatest!

If you cartop or trail a small tin boat to the Cape, work those sloughs down the East Coast. You'll find the wave action gentle, and no hazard to launching or retrieving your rig. Just keep the bow into the waves when going in and power a cresting swell up on the sand when you return. I've seen 18 foot Boston Whalers work the surf, shoved in with the corner of a 4WD bumper, and driven high on the sand upon returning. Once you do come ashore, remember to haul your boat further up the beach immediately, before the following wave breaks over your stern.

There are certain things a surf fisherman must do in this life—and one of them is to fish the surf at Cape Cod. Don't procastinate. That's all I can say. Do it now, and when you release that striper, think of me.

MONTAUK POINT

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Sailing from Viking Dock

SPRING COD AND POLLOCK

6 A M | SAT. & SUN.

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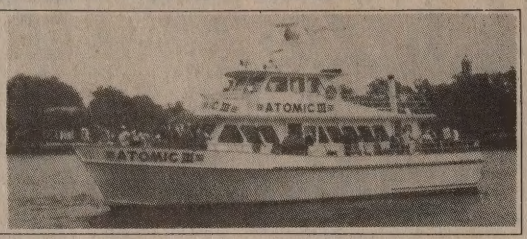

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George Kazdin, of Kazdin Pools, alongside the 154 lb. blue marlin he caught back in mid-January while vacationing in the Cayman Islands. Subscriber photo.

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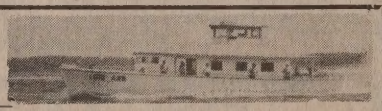

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East End Report

with Fred Golofaro

Cod remain the name of the game on the Island's east end. While weekend results were far from extraordinary, there was some exceptional fishing at Montauk on Friday, as evidenced by this week's reports.

MONTAUK

Captain Wayne King of the open/charter boat **King Wayne** reported some super cod action on Friday for the 20 fares who shared in the action at Block Island. These anglers accounted for an estimated 300 cod averaging 5 to 10 pounds. Jack McGowen managed four double headers during the course of the day. Pool fish according to Hank Young, who also shared in the fishing, was in the high teens. On Saturday, the skipper returned to the Block Island grounds and did a fairly good job on the fish with 150 cod taken. Sunday was another story as very rough seas cut the trip short. Some cod to 25 lbs. were taken on Cartwright before heading back to the barn. The King Wayne will continue sailing a Friday, Saturday, Sunday, Monday schedule by reservation only.

Captain Charles Martinez called to say that the **Atomic III**, formerly of Sheepshead Bay, will begin sailing an open boat schedule at Montauk beginning Saturday, February 27th. The boat will be sailing Saturday and Sundays at 6AM from the Viking dock.

Captain Paul Forsberg of the **Viking Starship** reported a catch of 160 cod on Saturday while working the CIA Grounds. On Sunday, ''terrible conditions'' resulted in just 50 to 60 cod being taken on stops at Cartwright and CIA. The Skipper noted that all of the fish on the weekend were taken on bait despite the efforts of some to jig the fish. Paul added that he is now sailing for cod on Mondays in addition to Saturday and Sunday. The boat's first Georges Bank trip is slated for March 11th and there are still a couple of spots open. Call for reservations.

SOUTH FORK

The Shinnecock Canal should begin producing some flatties shortly. Despite efforts to get some firsthand reports from the weekend, we heard only rumors of a couple of flatties taken in the Canal. Hopefully by next week we should have our first con-

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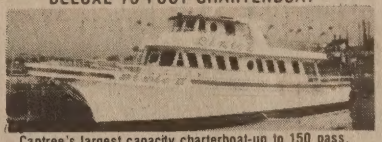

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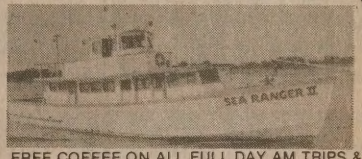

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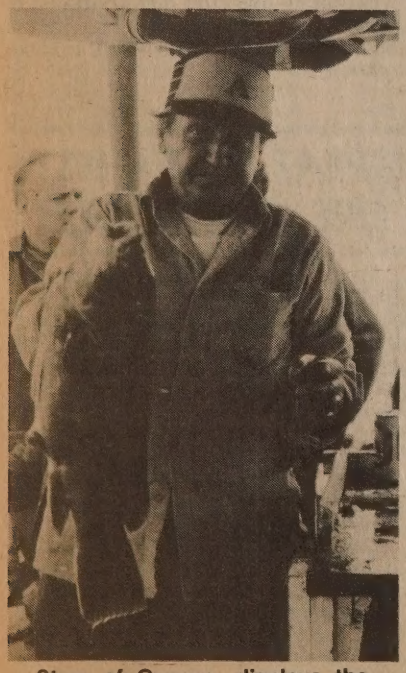

Stan, of Queens, displays the pool winning 8 lb. blackfish he decked aboard the Orient based, "Prime Time III" last fall.

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Robert Kershaw decked this impressive 268 lb. bigeye tuna while fishing with the "Viking Fleet" last September at Montauk.

South Shore Report

with Fred Golofaro

No solid leads on flounder yet in these parts, but the first weekend in March will see many of the Captree boats join the flounder hunt. Cod-fishing improved somewhat with a fair pick of fish on offshore wrecks several days this past week. Unfortunately for most of the boats concerned, it was too little too late.

MORICHES BAY & INLET

Though we attempted to reach several Moriches area fishing stations, we came up shooting blanks. We did hear, however, that a pair of boatmen worked the Quogue Canal on Wednesday near the golf course and the former site of buoy 7A. Using clams for bait and chum, they managed 6 flatties.

John Forgione beached this 17 lb. blue, along with two others, at Smith Point Park on 11-7-87. They were his first from the beach. Subscriber photo.

GREAT SOUTH BAY/ FIRE ISLAND INLET

From **J&J Tackle** in Patchogue Dennis Scognamillo spoke of rumors of anglers taking one to three flounder apiece at the Shinnecock Canal on the weekend. This were secondhand reports and they have yet to see a flattie at the shop, but the time is right. Dennis said that they are looking to stock blood and sand worms by the first of March and added that there's been no local news on white perch or flounder.

Dave Canale at **J&R Sports Center** in Oakdale said that he has heard nothing on white perch this week and flounder news remains void as well. Both the Quogue Canal and Shinnecock Canal should produce some fish this week. They will have frozen flounder bait for the weekend and expect to have worms in stock by early March. Most of the activity around the shop has concerned freshwater firmed flounder catches from this area.

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	1:40	2:10	2:40	3:10	2:25	3:00	3:35	4:25	6:05	6:45	5:20	6:00	1:45	2:15	2/25
FRI.	2:40	3:20	3:55	4:20	3:30	4:05	4:45	5:30	7:10	7:50	6:25	7:00	2:50	3:15	2/26
SAT.	3:45	4:25	4:55	5:20	4:35	5:10	5:45	6:25	8:10	8:40	7:25	8:00	3:50	4:15	2/27
SUN.	4:50	5:20	5:55	6:15	5:30	6:05	6:35	7:10	9:05	9:30	8:20	8:50	4:45	5:05	2/28
MON.	5:35	6:05	6:40	6:55	6:20	6:50	7:20	7:45	9:50	10:15	9:05	9:30	5:30	5:50	2/29
TUES.	6:20	6:45	7:20	7:30	7:05	7:30	7:55	8:20	10:30	10:50	9:45	10:10	6:10	6:30	3/1
WED.	7:00	7:20	7:55	8:05	7:40	8:05	8:30	8:55	11:05	11:20	10:25	10:45	6:50	7:10	3/2
THURS.	7:35	7:55	8:25	8:40	8:15	8:35	9:05	9:25	11:30	11:40	11:00	11:15	7:30	7:45	3/3

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	−0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 2/25	6:43	5:44
FRI. 2/26	6:41	5:46
SAT. 2/27	6:40	5:47
SUN. 2/28	6:38	5:48
MON. 2/29	6:37	5:49
TUE. 3/1	6:36	5:50
WED. 3/2	6:35	5:51

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 2/25	11:00AM	2:15AM
FRI. 2/26	11:50AM	3:15AM
SAT. 2/27	12:50PM	4:05AM
SUN. 2/28	1:50PM	4:45AM
MON. 2/29	2:55PM	5:20AM
TUE. 3/1	3:55PM	5:45AM
WED. 3/2	5:00PM	6:10AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
3/18	2/24	3/3	3/11

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	11:40	5:30	—	5:55
Fri.	12:10	6:20	12:30	6:45
Sat.	1:00	7:05	1:15	7:35
Sun.	1:50	7:50	2:00	8:20
Mon.	2:35	8:40	2:50	9:00
Tues.	3:15	9:20	3:30	9:45
Wed.	4:00	10:00	4:10	10:20
Thurs.	4:35	10:35	4:45	10:55

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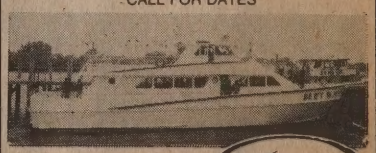

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action. Check the Freshwater Report for more details.

Captain Neil Delanoy of the Bay Shore open boat **Laura Lee** reminds that he will be kicking off the season beginning on Saturday, March 5th with big Heckscher flounder the target.

Captain Charlie Kennedy of the Captree open boat **Captain Joseph II** will add his name to the list of flounder chasers kicking off the season on Saturday, March 5th. The boat is finished with cod for the winter and will be concentrating on flounder only through the spring.

captain George Tweedy of the Captree open boat **Captain Scotty 3** noted a big improvement in the cod fishing with 40 to 70 cod per trip the rule this week. Most of the fish are between 3 and 7 lbs., with pool fish between 15 and 18 lbs. All of the action this week was on wrecks. George said that he expects to continue working on the cod through the middle of March.

Captain Carl Passaro of the Captree open boat **Miss Captree** let us know that his first flounder trip of the season will be Saturday, March 5th. He will continue sailing daily full day trips for flatties.

It's worth noting that while the weather can be very uncooperative in early March, some of the biggest flatties of the season are taken in this area during the first couple of weeks of the run.

According to Penny Schaefer at **Charlie's Bait and Tackle** in Lindenhurst, a couple of guys have tried to get an early jump on the flounder, but to no avail. She said that the shop should have worms in stock by the first week of March and that they are busy getting ready for the soon to come spring rush.

Cross the way at **Lindenhurst Bait and Tackle** Mike Andreani had

Jim Rodgers and a few of the dozen blues he boated in Oyster Bay last August. Photo courtesy of Causeway Tackle in Wantagh.

Marshfield/Green Harbor

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nothing to report on the salt front other than a couple of customers trying for flounder in the State Channel. None reported back with any positive results however.

West End Report

with Stu Miller

Yet another week of wind, rain and very low temperatures kept much angling effort in the area down, although the open boats that fished cod this past week on the days they could get out, noticed a definite bounce back in the numbers of fish caught. Most have been small school fish with pools around the 15 pound mark, with all action continuing to be on wrecks. To the west, there have been good catches of herring, blackfish and some cod also.

Six-year-old Lenora Grasso made her first fishing trip a memorable one with this keeper fluke. Subscriber photo.

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WEST END BAYS/ JONES INLET

We hear from Captain Al Lindroth of the Point Lookout open boat **Captain Al** that Friday's trip had fares take about 60 cod. Al Austella had 10, Ray Hunter 5, John Alberta 6, Claude Christian 4 and Bob Moran took the pool with a 15 pound cod.

Saturday saw another satisfactory catch of 47 cod. Bob Piccoro bagged six and regular Roosevelt Rogers was satisfied with five to stick in his bag. All fish were caught on wrecks.

Joe Valvano shows a big blue that took a live bunker in Jamaica Bay this past summer. Subscriber photo.

NEW YORK BIGHT

The Wee Willie report from **Mike's Bait and Tackle** told of some blacks and cod at 17 Fathoms, along with a lot of herring caught in this same area. Herring has also been a good item, said the wee one, off Steeple Chase Pier. Catches of ling have been "so-so" at Farms and the Mud Hole.

Captain Mark Brent of the 90 foot aluminum super cruiser **Friendship III** begins sailing Saturday, February 27th, he asked us to let you know and will be seeking blackfish, cod and ling from his berth at Pier 5. For details on the Friendship III, see ad starting in next week's issue.

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Surf Report

with Fred Golofaro

Continued talk of school bass being taken from the Lilco outflow at Northport. Talk of big fish has been scarce in recent weeks. Ralph Grandinetti called to confirm that there are still schoolies being taken in the outflow. He used white bucktails during incoming water on Wednesday night to take a pair of stripers, 3 and 8 lbs. His partner Phil managed a brace of schoolies on yellow bucktails.

Freshwater Report

with Fred Golofaro

Plenty of trout activity on the Connetquot this week, according to Dave Canale at **J&R Sports Center** in Oakdale. On Thursday, Dan Ropraz worked the waters inside the park. Using Mickey Finn Streamers his three-fish limit included a 3.9 lb. brown, a 3.1 lb. brown and a 2.3 lb. rainbow. Earlier in the week, Scott Burke worked Bubbles Falls below Sunrise Highway and used night crawlers to take rainbows of 1.4 and 1.8 pounds. On Saturday, John Gatto and Tony DisClafani worked Bubbles Falls with small spoons and totaled 7 brookies and rainbows up to a pound. Dave reported a number of brookies and rainbows between 1 and 1¾ lbs. checked in during the week at the shop. All were taken from Bubbles or Rattles and most fell to night crawlers. The shop does have night crawlers in stock.

Mike Andreani at **Lindenhurst Bait and Tackle** noted that a few nice pickerel have been coming out of Southard's Pond on bait. One customer reported taking a 3 lb. largemouth from a local pond. He released the fish.

Over at **J&J Tackle** in Patchogue, Al Flexer checked in a 1½ lb. rainbow that he took on one of his Al Feather's Flash jigs from Tuthill's Creek on Sunday.

The Fisherman's Classified

Rates are 50 cents per word with a 15 word ($7.50) minimum, subscriber rates (non-commercial) are 25 cents per word with a 15 word ($3.75) minimum. Include the number off the subscription label. Discounts for extended runs: 12 times, 5%; 35 times, 10%; 50 times, 15%. Photo classifieds: Add $15 per insert, subscribers add $7.50 per insert. Send classified ad exactly as you wish it to read along with check or money order to: The Fisherman, Post Office Box 1994, Sag Harbor, N.Y. 11963. Call (516) 725-4200 for further info, no phone orders accepted.

BOATS & MOTORS

STEEL TOW Push Workboat 35'x10' beam, 3' draft, 4-71 Detroit diesel. Clean; painted. Ready to go. $12,000. 516-798-7531.

1983 MAKO 25 CC; Rainbow Runner II, 1984 Twin 150 hp Merc V6 O/Bs, 1983 Shoreline EZ Loader trailer, T-top, rocket launcher, gin pole, outriggers. Full electronics. Rigged to the hilt. The ultimate fishing machine. $29,500. Eves, Wknds: 516-277-4426.

'82 TIARA Pursuit, twin 350 Crusaders. Low hrs. Tower, chair, radar, SSB, auto pilot, Loran & more. Very clean. $65,000. 516-626-6958.

26' MAC KENZIE Cuttyhunk Bass Boat. New motor. Stern controls. $7500 or B/O. 516-324-2516.

Twin 1987 Mercury 150 XL O/Bs, w/props, tachs & extended 3-yr. warranty. Only 90 hrs. on engines. Both powerplants in Bristol cond. Will sell either separately or as pair. Priced right. Call John evenings to make a deal: 516-499-2288.

1983 18' MANATEE Center Console, 1983 75 hp Chrysler, 1986 Cox Trailer. Ask: $5500. Island Park, 516-889-5487.

LUHRS Sptfish. glass, flybridge, head, galley, dinette. Sleeps 4. FWC, VHF. $8990. Days: 516-454-5462. Eves: 516-368-6155.

1986 LUHRS 340 w/J&T 8.2T diesels. Murray Bros. tuna chair, Rupp outriggers. Radar, Loran, chart recorder, color video recorder, SSB, VHF, CB, Hailer, autopilot, ADF & much more. For compl. list of accessories & price, call Days: 212-538-7402. Eves: 212-549-1050.

86 21' PRO-line Walkaround cuddy, 86 115 hp Yamaha. Full canvas. $10,500. 201-656-6308.

1987 PRO-LINE 23' W/A cuddy, bracket, Yamaha 150-1986. VHF, depth recorder. Full curtains. $16,950 or B/O. 516-487-5900 any time.

1987 SEAWAY 20' center console. Boat & motor manufacturer's Demo. Less than 10 hrs. VHF, depth finder. Complete inst. Powered by Suzuki 200 hp Anniversary Edition. Compl. w/deluxe trailer. Will deliver. Ask: $20,000. 201-534-5057.

60' CUSTOM BUILT Party Boat, 49 passengers, 100 miles. Can increase. 2 8V71s. Planking 1.5" Juniper. Excl. cond. Built 1978. New boat coming in June. Reduced for quick sale. $125,000. CAPT. JOHN, 15 First St., Waterford, Ct 06385; 203-443-7259. Make offer.

DEALER CLOSEOUT SALE
Mariner Outboards; Dell Quay boats, Metzeler inflatables. NASSAU CYCLE CENTER, 516-931-7180.

MERCURY NEW 1986-1987. Outboards. All sizes. Phone quotes. ELECTRA MARINE, 610 Merrick Rd., Lynbrook. 516-599-3003.

65' Steel Head/Charter GMs
46' 1971 Chris Aquahome, Gas
40' 1982 Egg Tournament 6/71 TIs
37' 1981 Stapleton Canyon GMs
29' 1972 Dyer, 227 Seamaster
30' 1979 Sisu, Volvo dsl.
46' Pound Boat, 6-71
60' 1976 Epoxy Head/Charter 6-71s
30' 1974 Columbia Tower, Perkins
30' 1969 Morgan Sail
30' 1985 Downeast Fisherman Detroit dsl.
30' 1986 Custom Blackwatch GM Dsls.
30' 1986 Custom Blackwatch, bridge. GM Dsls.
33' Stuart Angler, Volvo dsl.
25' Blackfin, tower, 270 Crusader
KARP MARINE, 516-581-3308.

EVINRUDE

NEW 1986 AND NEW 1987 EVINRUDES
2-$268; 4-$468; 6-$612; 8-$712; 9.9-$960; 15-$1100; 25-$1288; 30-$1388; 40-$1600; 50-$1958; 60-$2350; 70-$2600; 90-$2750; 110-$3000; 120-$3700; 140-$3800; 150-$4200; 175-$4500; 200-$4800; 225-$4900; 300-$5900. ELECTRA MARINE INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere. Phone quotes. Full service shop.

WANTED: MAKO, boat hull any condition. With or without whatever. Cash. 516-427-2851.

DRIVE A LITTLE—SAVE A LOT!
Grady White, Starcraft, Bayliner, Four Winns, Fisher, Blue Fin, Checkmate, Skeeter, Ranger, Mercury, Yamaha, Load Rite. All in one location. Over 400 boats in stock. HIGHWAY MARINE, Quakertown, Pa; 215-536-4721.

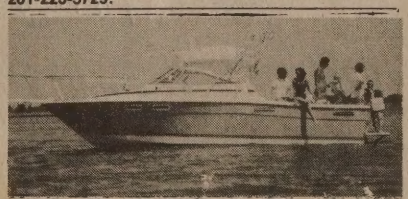
1984 MAKO. Low hrs. Custom tuna tower, twin 150 hp Evinrudes. Full electronics. Trim tabs, custom winter cover. Many extras too numerous to mention in ad. Call for price & extras. Eves: 283-2832. Days: 212-207-1570.

MFG 1977 19' Cuddy, 135 hp Evinrude, '86 trailer. Full canvas. DF, compass. Extras. Ask: $4600. 746-0259.

EVINRUDE

NEW 1985, 1986, 1987 NEW
4-$459; 6-$611; 8-$711; 9.9-$959; 48-$1948; 88-$2799; 110-$2999; 140-$3799; 225-$4699. SEALAND MARINE, 48 Merrick Rd., Amity Harbor, NY 11701; 516-842-1242. FOB/WI. Ship anywhere.

Al Ristori's 1984 MAKO 25 Sheri Berri. Powered by twin 1987 Evinrude 140 hp. Salt Shaker T-top & instrument box. Prattworks fight chair in bow. Sold ready to fish or w/out motors, electronics, downriggers, outriggers, etc. Berthed in Pt. Pleasant. 201-223-5729.



MUST SEE: 1985 28' Trophy. Full encl., radar arch, outriggers, 260 hp Volvo FWC. 300 hrs. 10' beam, 150 gal. Full galley, head. Swim platform, VHF, CB, Loran, white line, sea temp & more. Mint! Best serious offer. Days: 516-368-6200. Eves: 516-584-6052.

16' MIRROCRAFT, 40 hp Evinrude, Galv. trailer. Rigged to fish. Ask: $2500. After 5PM: 516-273-0485.

1979 GRADY WHITE 241 Weekender 24' Walkaround cuddy, 260 hp OMC. Low hrs. Mint cond. Equip. $19,500. 718-596-5070.

17' SEAS Fiberglass, 50 hp Merc. w/trailer. Running cond. $600. After 6PM: 516-273-0960.

SUZUKI OUTBOARD CLEARANCE SALE: 1986 200-$4200; 140-$3600; 75-$2700; 1987 175X-$4500; 150-$4100; 1988 175-$4800; 150X-$5015; 65-$2900; 55-$2700. Prices incl. oil injection, propeller, freight, power trim & tilt & control box. Good till 2-22-88. LIGHTHOUSE, 516-722-3400.

SHAMROCK KEEL DRIVE I/Bs 17', 20' & 26'. Rampage Sportfisherman, 24-28'-31'-40' I/B. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

1986 VIKING Sportfisherman 35', twin Turbo Cats, tower. State-of-the-art electronics. Fight chair, Avon life raft. $145,000. Call for details, Eves: 914-769-7107.

1984 PRIVATEER 21', 125 hp Volvo I/O. Low hrs. 1986 Cox Tandem trailer. $9500. 718-327-5752.

1984 17' PROLINE center console, 70 hp Yamaha. Galv. trailer. All in mint cond. $6800. Eves after 6PM: 516-589-6599.

BERTRAM 31' 1980. 400 hrs. Twin Cummins 504s. Radar, Loran, VHF & CB. Canyon ready & loaded w/extras. Call for info. $79,500. 516-586-7378.

GRADY WHITE 230 Gulfstream 1987, twin 150 Mercury O/Bs. Only 60 hrs. 3-yr. warranty on hull & motors. Hardtop w/radio box & rocket launcher. Trim tabs, hydraulic steering, outriggers, full canvas & full gauge pkg. Loran, VHF, CB, Sea Temp & computer graph recorder. Dual batt. w/switches, fuel filters & Ritchie navigator compass. SW washdown, live well & F/W sink, 12 cabin rod holders & double bunks. Too much to mention. Dream boat for offshore fisherman. Priced to sell quickly in the mid-upper $30s. Call John evenings for appt. & test ride: 516-499-2288.

LUHRS 340—offers more standard features than any other Sportfisherman in her class, incl. the welded aluminum tower, compl. w/console. In stock along w/290 & 342. Also dealers for Sportcraft, Chris Craft, OMC Sea Drive; OMC Stern Drive; Johnson; Mercruiser. SPELLMAN'S MARINE, 1708 North Hwy, Southampton, NY 11968; 516-283-7907.

1973 WINNER, 25' Sportfisherman, 302 I/O. Flybridge, head, full canvas. Bimini top. Sleeps 4. Depthfinder. $6400. Mitch: 516-472-9816.

Continued On Next Page

MAKO EGG HARBOR FORMULA
★WHOLESALE ★ RETAIL ★ EXPORT ★ WHOLESALE ★ RETAIL
AL GROVER'S MAKO BOATS • (516) 379-7100 MAJESTIC MARINE • (516) 546-BOAT

1981 GRADY WHITE 204C Overniter. 175 hp Evinrude w/SST prop. 1981 Shoreline trailer, w/ bearing buddies & power winch. All mint cond. Boat incl. custom canvas, SW washdown, windlass, new dual batt., VHF, Lowrance X15 recorder. $14,500. Days: 718-493-3881. Eves: 718-743-6460. Irving.

1986 GRADY WHITE 25' Sailfish, T175 Johnsons, H.T. Loaded. Radar plus. 160 hrs.$45,000.718-891-5282.

1970 25' LUHRS 225 hp Chry. 2 VHF radios, new prop. New power winch. Heavy duty fiberglass hull, mahogany cabin. Perfect for fishing. Good running cond. $6000. 212-355-2758/252-2647.

STARCRAFT 16' Alum. side console, new 84. 35 hp electric start. Lights, lockable rod storage. Galv. trailer, live bait well. Garaged. Like new. Great bay boat. $3700. After 6PM: 516-781-2891.

1973 OMC V-6 Buick engine. Low hrs. w/manifolds. Complete. Ready to run. $800. Ray: 718-639-9114.

20' SEA OX 1985 Dual console, 1986 175 Yamaha. Humminbird depth/fish finder, VHF radio. Bimini top. Live bait well. 3 fish boxes. Immaculate. $15,500. Eves: 718-845-3615.

SS Props. 2-Mercruiser 13¾ x 21. Like new. Both $650 or trade for 19 pitch. 15x19 Chopper $275. Johnson/OMC 13x19 $175. 669-6660.

VENTNOR 31' 1968 Fly Bridge Twin, Twin 225 hp Chryslers, Halon system, fume detector, VHF, depthfinder, auto windlass. Hot water, swim platform, etc. $12,000. PORT OF EGYPT, Southold, 516-765-2445.

FISHING BOAT: Wood, 1951, 671 Power, 36 passengers. CG inspected. CITY ISLAND, Days: 212-885-1559.

19' WELLCRAFT 135 hp Evinrude, deep V Bowrider. Full canvas, VHF, video fishfinder. Extras. Sell w/WO electronics. Must sell. $3200. 516-795-3563.

FREE 1961 Chris Craft 25', fell off blocks. Hole in plywood hull. 318 Chrysler not running. Great project boat! Call Nick 968-6911 any time. Leave message.

FOR SALE

1969 55 hp Johnson-$675; 1977 140 hp Johnson-$1800. Excl. running condition. 516-588-8024.

85 SEA RAY 270 Sundancer, twin 260 Mercruisers, 283 hrs. Si-Tex 708, China Head, FW washdown. Many extras. Excl. cond. $40,000. Days: 212-529-1110. Eves: 516-599-7397.

AQUASPORT 1982 19' 6" Center console 1983 Merc. 90 hp. T-top. Immaculate. Transom splash board keeps following seas out. Galv. EZ-Loader trailer. Original owner. $8800. Eves: 516-587-1841.

1982 GRADY WHITE Bahamas 222. Like new. 235 hp OMC Sea drive. Low hrs. Many extras. $16,500. 516-754-2262.

33' PENN YAN Cabin Cruiser 1981. Sleeps 4. Only 225 hrs. 12' beam, draft only 22", twin 225 hp FWC Mercruisers tunnel drives, fly bridge, hot/cold water pressure, shower, washdown pump. Trim tabs, depth finder, VHF, CB radio, Loran, generator. Full galley, large cockpit, dual controls. Windlass anchor, swim platform, rod holders, stereo, intercom, hailer. Bimini top, Bow pulpit. Dockside power, full canvas, Electra/San CG approved head. Halon fire ext. Large salon. 2-boat owner. Must sell. $49,000 or B/O. 516-922-0170.

GRADY WHITE 20' 1986 Overnighter, 1986 150 hp Johnson, 27 hrs. 1981 9.9 hp Evinrude, VHF depthfinder, compass, etc. PORT OF EGYPT, Southold, 516-765-2446.

WELLCRAFT V-20 Cuddy, V6 150 hp Mariner PT&T. New canvas. CG Pkg. Si-Tex recorder, CB. Many extras. Immaculate. Will Demo. $7800. New boat coming. Eves: 516-432-1537. 516-431-6624.

1985 TOLLYCRAFT 34' convertible, twin FWC, 350 Crusaders, 125 hrs. Generator, A/C. Full encl. & much more. $125,000. After 7PM: 914-632-4413.

GRADY WHITES

1979 Grady White Chesapeake 21' 2", 260 hp OMC I/O-$11,800

1974 Grady White Sportsman 19' 1", 1975 85 hp Johnson-$4750

1981 Grady White 204 Fisherman 20' 4" 82 140 hp. Loaded-$8900. Like new.

1978 Grady White 204C W/A cuddy, 83 150 hp. Loaded. Like new-$12,950.

PRIVATEERS

1984 Privateer 18' Closed Bow, 1984 Johnson 60 hp-$6950

1985 Leftover Privateer 18' Bay Prowler FWC 130 hp BMW-$9900

1979 Privateer Roamer 20' 2" center console w/new Johnson 120 hp-$8995

1983 Privateer 21' 6" center console Volvo I/O 125 hp-$11,500

1985 21' 6" Privateer center console, 140 hp loop Johnson w/Johnson kicker, T-top, pulpit, r/hs & outriggers, Loran, VHF, graph D/F, sprayhood coolers, etc. Warranty. Inquire. Details: 718-327-3088

OTHER USED BOATS

1973 Marquis Caribbean 18' 9", 1973 115 hp Johnson-$3995

1985 Pro-Line 20' 6" center console. Springfield bracket. Closed transom 140 hp Evinrude 1+2 extend protection to 89. Loaded boat. Inquire

1979 Stricker 26' Volvo TAMD 40, radar, Loran, VHF, Si-Tex paper rec. W/L Helm chair, King 4060 color video DF, T-top. Inquire

EDDIE'S MARINE SERVICE CORP., 210 Bch. 2nd St., Lawrence, NY 11691; 718-327-3168.

23' MAKO For Sale or to Trade for 20' Mako, Grady White, Aquasport, etc. & cash. 516-334-3453.

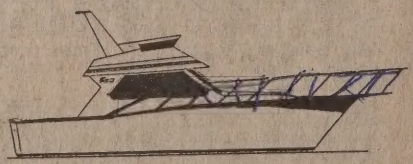
1983 JC 31' Sportfisherman, V6 71TI Detroit diesel, 23 MPH cruise. 3-station steering, fish hole. Fully equip. With or without electronics. Upper $70,000s. 203-838-0503.

GRADY WHITE 1984 22' Seafarer Walkaround, 185 hp & 15 hp Johnson O/Bs. 110 hrs. Custom canvas, SW washdown. New dual batt., VHF, Lowrance X15 recorder, Raytheon 550 Loran. Top cond. None better. $22,500. After 5PM: 516-421-9401.

SEA RAY 26' 1984 Sundance, 260 Merc. Head, galley, free drop windlass, swim platform, trim tabs. $25,000. 516-242-7135.

EVINRUDE

WE'LL BEAT ANY DEALER'S advertised price: and service it, too! AL GROVER'S, Freeport, 516-378-0510.



STING RAY 42' 1988 Sportfisherman. Twin cats 3208TA 375 hp each, 32,000 BTU w/heating marine air, 8 KW northern lights generator, recessed tabs. Batt. charger, refrig-freezer, stove, oven. Custom interios. Much more. $199,900. 516-242-7135.

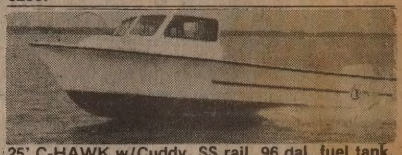
33' CONCORD Sportfisherman glass, T350. Low hrs. FWC, 220 gal. monel. Sacrifice. $31,000. 516-546-6253.

22' CRUISERS Barnegat 350 OMC. Full canvas. Tandem trailer. Very clean. $10,500 or Best. 516-546-6253.

PHOENIX 1983 29' FBC. Twin 270 FWC Crusaders. Loran, 2 VHFs, paper recorder, sea temp, sniffer, synchronizers, stereo. Outriggers, sport fishing chairs, windlass. Much more. Mint cond. $54,500. 516-757-6270.

Alura 30

SPORTFISH Cruiser 30' by Luhrs. Full keel design. 6' 4" cabin w/galley & head. Huge cockpit. Introductory special $41,350 w/240 hp. FOB. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.



25' C-HAWK w/Cuddy, SS rail, 96 gal. fuel tank, 1987 150 hp Suzuki, SS prop. Windshield wipers, bilge pump, 4 rod holders. CG Pkg. FOB. $18,500. Financing avail. 17'-25' Center Console also avail. JENSEN MARINE, Copiague, NY; 516-226-9739.

1986 SUZUKI 15 hp O/B. 50 hr. kicker. Dealer winterized/stored. $900. Days: 914-428-0505. Eves: 914-428-5111.

22' NORTH AMERICAN. Good glass hull for commercial or pleasure fishing. 1986 200 hp Black Max Mercury O/B-used only 2 months. Si-Tex Loran, 2 Furuno recorders, VHF radio. Ask: $8000. Jason: 516-668-3763.

1986 27' BLACKFIN Fisherman, T-200 C.R. Yamahas, T-top, tabs, Loran, color recorder & more-$59,500

1982 25' Mako T-150 Evinrudes, 1/2 tower, riggers, Si-Tex 787, Decca colormatic-$24,800.

1986 25' Tiara 2550 T-140 Johnsons 1987, VRO, Icom VHF, Furuno Loran & white line recorder, T-top. Mint. Save thousands-$34,800.

1983 25' Blackfin Combi T-175 Johnsons, Si-Tex Loran & recorder, riggers. Land storage since new. Tripie axle trailer-$36,800.

1987 25' Grady White Sailfish T-175 Johnsons, hardtop, Furuno radar, Icom VHF, Raytheon V800 recording DF, Northstar 800 Loran, tabs, pulpit. Like new-$49,800.

CORRIGAN'S YACHT YARD, H. Bays, LI; 516-728-4189.

MAKO 21', 200 hp Evinrude. Both 1979. Electronics. Trailer, outriggers. Boat's clean. $11,000. 516-324-5128.

24' GRADY WHITE Offshore 1986, 225 Johnson Looper, 185 hrs. Warranty till 1989. Hardtop, full enclosure, hardtop rocket launcher & outriggers. Hydraulic steering & tabs. Washdown, top line electronics. Dual batt. & much more. "Going larger." 203-388-3328.

WELLCRAFT 25' 1986½ 250 Sportsman Walkaround cuddy. 260 Merc I/O. Like new; only 80 hrs. Great fishing & family cruiser. Fully loaded. Replacement $30,000. Sacrifice: $18,900. 914-354-3215.

PRIVATEER

PORT OF EGYPT, Southold, 516-765-2445.

Custom Bimini Top for 22' Cuddy cabin boat w/frame S/S. One season. $300 TeleOutrigger poles $75. Anchors, 2 Fenwick 20 lb. class. 1-yr.-old. Mint. $200. 718-891-5282.

86 EVINRUDE 25 hp Long Shaft electric start, toller controls, Econ mixer. 6 hrs. Used a kicker 1 season. New cond. $1500 B/O. Days: 718-891-5282.

1982 SEA HAWK 16' Fiberglass CC, 1986 30 hp Evinrude elec. start, oil injected. Low hrs. 2-yr. warranty, 1987 Galv. Highlander trailer. Rod holders, removable fish box. Much more. Mint cond. Ask: $4200. 718-457-0572.

BOATING EQUIP.

QUICKSILVER Stainless Steel Propellers. Two
14" diameter X 19" pitch wheels. Used only once
Fits Merc V6 O/Bs or Mercruiser stern drive
Original cost-$660; will sacrifice at $475. Jo
Eves: 516-499-2288.

TUNA TOWER, Pipewelders, r
Bimini, quartz lights, steering. Fi
Fight chair w/footrest. Dys: 516-

BOAT TRAILERS: EZ Loader.
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516-676-5313.

NEW Twin Disc Marine Tra
ratio. $1000. 718-891-5282.

LORAN Meico. Unused since
condition. $300. 516-581-113

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Contoured, low profile design offers superb palming comfort and control